

型号认可证数据单
THE VALIDATION DATA SHEET

编号/No: VTC0288A

版次/Revision: 3

型号/Type:

P.68 Variants

AP68TP Variants

型别/Model:

P.68R “Victor”

P.68C

P.68 “Observer 2”

P.68C-TC

P.68TC “Observer”

AP68TP-600 “Viator”

批准人/Approved By:



职务/Title: Deputy Director General

日期/date: 2025 年 01 月 13 日

本数据单是型号认可证（编号：VTC0288A）的组成部分，它规定了符合中国民用航空局的适航要求所颁发此型号认可证的产品的状态和限制。

This data sheet, which is part of Validation of Type Certificate (No: VTC0288A), prescribes conditions and limitations under which the product for which the Validation Type Certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulations.

型号认可证持有人/Validation of Type Certificate Holder:

VULCANAIR S.p.A.

Via Giovanni Pascoli, 7

80026 – Casoria (Napoli)

Italy

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第 1 部分 概述（所有型别）

SECTION 1 GENERAL (ALL MODELS)

1.型号认可证数据单版次信息以及修订记录/ Revision and Change Record of the Validation of Type Certificate Data Sheet

数据单版次信息/Revision of the Type Certificate Data Sheet

	CAAC 认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前 Current	VTC0288A, Rev 3, 2025-01-13 P.68R “Victor” P.68C P.68 “Observer 2” P.68C-TC AP68TP-600 “Viator” P.68TC “Observer”	P.68R “Victor” EASA A.385 Issue2, July 31, 2013 P.68C EASA A.385 Issue2, July 31, 2013 P.68 “Observer 2” EASA A.385 Issue10, Aug. 1, 2023 P.68C-TC EASA A.385 Issue2, July 31, 2013 AP68TP-600 “Viator” EASA A.385 Issue3, Dec. 15, 2014 P.68TC “Observer” EASA A.385 Issue10, Aug. 1, 2023
历史 History	VTC0288A, Rev 2, 2016-06-08 P.68R “Victor” P.68C P.68 “Observer 2” P.68C-TC AP68TP-600 “Viator” P.68TC “Observer”	P.68R “Victor” EASA A.385 Issue2, July 31, 2013 P.68C EASA A.385 Issue2, July 31, 2013 P.68 “Observer 2” EASA A.385 Issue2, July 31, 2013 P.68C-TC EASA A.385 Issue2, July 31, 2013 AP68TP-600 “Viator” EASA A.385 Issue3, Dec.,15 2014 P.68TC “Observer” EASA A.385 Issue2, July 31, 2013
	VTC0288A, Rev 1, 2014-9-26 P.68R “Victor” P.68C P.68 “Observer 2” P.68C-TC AP68TP-600 “Viator” P.68TC “Observer”	P.68R “Victor” EASA A.385 Issue2, July 31, 2013 P.68C EASA A.385 Issue2, July 31, 2013 P.68 “Observer 2” EASA A.385 Issue2, July 31, 2013 P.68C-TC EASA A.385 Issue2, July 31, 2013 AP68TP-600 “Viator” EASA A.385 Issue2, July 31, 2013 P.68TC “Observer” EASA A.385 Issue2, July 31, 2013
	VTC0288A, REV 0, 2014-2-26 P.68R “Victor” P.68C P.68 “Observer 2” P.68C-TC AP68TP-600 “Viator” P.68TC “Observer”	P.68R “Victor” EASA A.385 Issue2, July 31, 2013 P.68C EASA A.385 Issue2, July 31, 2013 P.68 “Observer 2” EASA A.385 Issue2, July 31, 2013 P.68C-TC EASA A.385 Issue2, July 31, 2013 AP68TP-600 “Viator” EASA A.385 Issue2, July 31, 2013 P.68TC “Observer” EASA A.385 Issue2, July 31, 2013

注：上表中出口国局方型号合格证数据单信息仅供参考

Note: Above TCDS information of Certification Authority is only for reference

认可数据单修订记录/Change Record of the VTCDS

版次/ Revision	相对上一版的修订记录 Change Record	备注 Remark
版次 3/Rev 3	纳入了 EASA 第 4 至 10 版 TCDS 关于 P.68“Observer 2”和 P.68TC “Observer” 两个型别的变化内容（不包含运行稳定性数据 OSD 内容）。 The change contents from EASA TCDS Issue 4 to issue 10 are added for P.68“Observer 2” and P.68TC “Observer” (except for content about OSD).	
	删除有效页清单。 Delete the list of effective pages.	
	在“第一部分”中增加“认可数据单修订记录”内容。 Add the relevant content of “Change Record of the VTCDS” in “SECTION 1”.	
	更改“第一部分”中的数据单版次信息 Change the Revision of the Type Certificate Data Sheet in "SECTION 1".	

2. 认可当局/Validation Authority

中国民用航空局/CAAC

审定当局/Certifying Authority:

欧洲航空安全局/EASA

3. 型号合格证持有人/Type Certificate Holder:

VULCANAIR S.p.A.

Via Giovanni Pascoli, 7

80026-Casoria (Napoli)

Italy

4. 认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 EASA 的审定基础和 CAAC 附加技术条件组成。

The CAAC validation basis consists of the EASA certification basis and the CAAC additional technical conditions.

5. 中国民用航空局附加技术条件/CAAC Additional Technical Conditions

(1) 3 号燃油要求。/The Chinese fuel mainly used for civil aviation is No.3 Jet fuel (GB6537-94). The fuel needs to be approved for the airplanes before its operation in China.

注：3 号燃油（GB6537-94）主要用于安装于 AP68TP-600 Viator 航空器上的 Rolls Royce 250-B17C 涡轮发动机。

Note: The No.3Jet fuel (GB6537-94), is a fuel related only to turboprop engines Rolls Royce 251-B17C, installed on

AP68TP-600 Viator.

(2)符合 CCAR21.29 (e) 的中文标记标牌要求。/As per CCAR21.29(e), all markings and placards on the airplane used for advising, warning, or notifying passengers must be at least in Chinese; all markings and placards on an airplane used for indicating passengers or outboard rescue personnel of the location of emergency exits and doors and their means of opening must be at least in Chinese; and all the operation instructions of airplane emergency equipment that may be used by passengers must be at least in Chinese.

(3)手持灭火器要求。/As per CCAR Part 91.General Operation and Flight Rules, for P.68 series airplanes, at least one hand fire extinguisher must be provided and located on or near the flight deck in a place that is readily accessible to the flight crew. For this reason, a hand fire extinguisher complying with such requirement must be included as standard equipment in the type design of aircraft to be operated in China.

(4) CCAR23.2 的追溯要求。/Section 23.2 of CCAR part 23 has special retroactive requirement for shoulder harness on occupant seats: Notwithstanding the requirements of part 21 and irrespective of the type certification basis, each normal, utility, and acrobatic category airplane having a passenger seating configuration, excluding pilot seats, of nine or less, manufactured after December 12, 1986, or any such foreign airplane for entry into the China must provide a safety belt and shoulder harness for each forwarder aft-facing seat which will protect the occupant from serious head injury when subjected to the inertia loads resulting from the ultimate static load factors prescribed in Sec.23.561(b)(2) same as FAR23 Amdt.55 of this part, or which will provide the occupant protection specified in Sec.562 of this part when that section is applicable to the airplane. For other seat orientations, the seat/restraint system must be designed to provide a level of occupant protection equivalent to that provided for forward- or aft-facing seats with a safety belt and shoulder harness installed.

6. 中文标记标牌/Chinese marking and placards

所有中文标记标牌应符合如下的飞机飞行手册补充的要求/All Chinese markings and placards must conform to the following AFM supplements:

NOR10.707-1B rev.62 (for P.68C aircraft)
NOR10.707-8B rev.69 (for P.68Observer 2 aircraft)
NOR10.707-30C rev.20 (for P.68R aircraft)
NOR10.707-2B rev.29 (for P.68C-TC aircraft)
NOR10.707-6A rev.16 (for AP68TP-600 aircraft)
NOR10.707-4B rev.55 (for P.68TC Observer aircraft)
或后续的批准版本/or later approved revisions.

第 2 部分 P.68 R “Victor”

SECTION 2 P.68 R “Victor”

I.概述/General

1. 衍生型或型别/Variant or Model	P.68R “Victor”
适航类别/Airworthiness Category	正常类航空器/Normal Category aircraft
型号合格证持有人/Type Certificate Holder	VULCANAIR S.p.A. Via Giovanni Pascoli,7 80026-Casoria(Napoli) Italy.
制造商/Manufacture	VULCANAIRS S.p.A. Via Giovanni Pascoli,7 80026-Casoria(Napoli) Italy.
2. 申请审查日期/Certification Application Date	1973.02.15/15 February 1973
3. 当局型号审查日期 National Authority Type Certificate Date	1978.07.31 (RAI TC No.A151; 1998 年 11 月 25 日重新发布 ENAC TC No.A365) 31 July 1978(RAI TC No.A151;reissued as ENAC TC No.A 365 dated 25 November 1998

II.审定基础/Certification Basis

1. 确定可使用的要求的参考日期 Reference Date for determining the applicable requirements	1973.02.15 15 February 1973
2. 适航要求 (见注释 2.1) Airworthiness Requirements(see Note 2.1)	FAR23 部 (1965 年 2 月 1 日生效), 包括第 23-1 至第 23-6 修正案, 23.561 根据第 7 号修正案, 23.507 根据第 14 号修正案。 FAR 23 effective 1 February 1965 including Amdt 1 through 6, plus: Amdt 7: § 23.561 Amdt 14: § 23.507
3. EASA 专用条件/Special Conditions	无/None
4. EASA 豁免/Exemptions	
5. EASA 偏离/Deviations	无/None

6.EASA 等效安全/Equivalent Safety Findings	无/None
7.所选的符合性要求	FAR23 部 (1965 年 2 月 1 日生效): 23.725、23.727、23.729、23.735、23.867、23.1435 根据第 7 号修正案。 FAR 23 effective 1 February 1965:Amdt 7: § § 23.725、23.727、23.729、23.735、23.867、23.1435
8. EASA 环境标准 Environmental Standards	噪声: ICAO 附件 16, 第 1 卷, 第 10 章 燃油和发动机排放: 不适用 Noise:ICAO Annex16, Volume I ,Chapter 10 Fuel venting & engine emission:N/A

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

1.型号设计定义 Type Design Definition	文件 SPEC VA/149/PRD “型号设计构型数据 P.68R Victor” doc. SPEC VA/149/PRD” Type Design Configuration Data P.68R Victor”
2.描述 Description	双发 (活塞), 高单翼, 可收放起落架 Twin engine(piston), high wing monoplane with retractable landing gear
3.设备 Equipment	参见设备清单: 飞机序列号 s/n40 见 AFM NOR 10.707-30 第 6 部分, 意大利民航局批准号 No.149.624/T, 1978 年 7 月 27 日, 序列号自 s/n430 之后的飞机见文件 p/n NOR 10.719-4 (见注释 2.2) Refer to Equipment List: Aircraft s/n 40: AFM NOR 10.707-30, section 6, RAI approval No.149.624/T dated 27 July 1978, Aircraft from s/n 430: doc. p/n NOR 10.719-4 (see Note 2.2)
4.尺寸 Dimensions	长: 9.55m(31.33ft)[仅 s/n 40:9.35m(30.68ft)] 高: 3.40m(11.15ft) 宽 (翼展): 12.00m(39.37ft) Length: 9.55m(31.33ft)[only s/n 40:9.35m(30.68ft)] Height: 3.40m(11.15ft) Width(Wing Span): 12.00m(39.37ft)

5. 发动机/Engine	
5.1 型号 Model	2 台 Lycoming IO-360-A1B, 或 可选 2 台 Lycoming IO-360-A1B6 2 Lycoming IO-360-A1B, or alternatively 2 Lycoming IO-360-A1B6
5.2 型号合格证 Type Certificate	FAA 型号合格证 No.1E10 FAA Type Certificate No.1E10 中国民航认可证: VTC045E CAAC Validation Type Certificate: VTC045E
5.3 限制 Limitations	在 2700rpm 时 200HP (见注释 2.3), 其它发动机限制见《飞机飞行手册》“运动限制”部分 200 HP at 2700rpm(see Note 2.3) Other engine's limitations are listed in the “Aircraft Flight Manual”, Operating Limitations Section
6. 载荷因子 Load factors	见《飞机飞行手册》 See Aircraft Flight Manual
7. 螺旋桨/Propeller	
7.1 型号 Model	2 个 Hartzell HC-C2YK-2C () F/FC7666A-4 调速器: 2 个 Hartzell model F6-3A, 或可选 2 个 Woodward model ()210655, 或可选 2 个 Woodward model ()210844 (见注释 2.10) 桨毂盖: 2 个 Hartzell model 836-29 2Hartzell HC-C2YK-2C () F/FC7666A-4 Governors: 2 个 Hartzell model F6-3A, or alternatively 2 个 Woodward model ()210655, or alternatively 2 个 Woodward model ()210844 (see Note 2.10) Spinners: 2 Hartzell model 836-29
7.2 型号合格证 Type Certificate	FAA 型号合格证 No.P-920 FAA Type Certificate No. P-920 中国民航认可证: VTC0156P CAAC Validation Type Certificate: VTC0156P
7.3 桨叶数/Number of blades	2
7.4 直径 Diameter	1.829m(72in) -不允许减小 1.829m(72in) -No reduction permitted
7.5 转向	顺时针

Sense of Rotation	Clockwise
7.6 螺旋桨限制 Propeller limits	在站位 0.762m(30in)处, 桨距设置为 最大+81.0° ±0.3° 最小+14.2° ±0.2° Pitch setting at station 0762m(30in): Max+81.0° ±0.3° Min+14.2° ±0.2°
8.液体/Fluids	
8.1 燃油 fuel	100 或 100LL 级航空汽油, 根据 Textron Lycoming 公司 服务指南 1070 最新版规定。 Aviation Gasoline, grade 100 or 100LL, in accordance with latest issue of Textron Lycoming Service Instruction 1070
8.2 滑油 Oil	单粘度或多粘度滑油, 根据 Textron Lycoming 公司服务 指南 1014 最新版规定。 Single or multi-viscosity oils, in accordance with latest issue of Textron Lycoming Service Instruction 1014
8.3 冷却剂 Coolant	空气 air
9. 液体容量 (见注释 2.4) Fluid capacities(see Note 2.4)	
9.1 燃油 (见注释 2.5、2.6a 或 2.6b) Fuel (see Notes 2.5,2.6a,or 2.6b)	总共: 在+0.77m (+30.31in) 处, 410 升 (108U.S.Gal) [205 升 (54U.S.Gal) /机翼油箱] 不可用: 9 升 (2.5U.S.Gal) /机翼油箱 Total: 410 Lt (108 U.S.Gal) [205 Lt (54 U.S.Gal) per wing tank] at +0,770 m (+30,3 in) Unusable: 9 Lt (2,5 U.S.Gal) per wing tank
9.2 润滑油 Oil	总共: 在+0.100m (+4in) 处, 15 升 (16U.S.qt) [7.5 升 (8U.S.qt) /发动机] 不可用: 1.8 升 (1.9U.S.qt) Total: 15 Lt (16 U.S.qt) [7,5 Lt (8 U.S.qt) per engine] at +0,100 m (+4 in) Unusable: 1,8 Lt (1,9 U.S.qt)
9.3 冷却系统容量 Coolant system capacity	不适用 N/A
10.空速 (见注释 2.14) 不可超越速度 V_{NE} :	193KCAS
最大结构巡航速度 V_{NO} :	153KCAS
最小设计机动速度 V_A :	125KCAS
襟翼展态速度 V_{FE} :	

襟翼 0° - 17°	152KCAS
襟翼 17° - 30°	138KCAS
襟翼 30° - 35°	99KCAS
最小操纵速度（单发）V _{MC} :	60KCAS
最大起落架放出速度 V _{LE} :	112KCAS(见注释 2.13)
最大起落架使用速度 V _{LO} :	112KCAS（见注释 2.13）
Air Speeds:	
(see Note 2.14)	
Never exceed speed VNE:	193 KCAS
Max structural cruising speed VNO:	153 KCAS
Design Manoeuvring Speed VA:	125 KCAS
Flap Extended Speed VFE:	
Flaps 0° - 17°:	152 KCAS
Flaps 17° - 30°:	138 KCAS
Flaps 30° - 35°:	99 KCAS
Minimum Control Speed (Single Engine) VMC:	60 KCAS
Max L/G Extended Speed VLE:	112 KCAS (see Note 2.13)
Max L/G Operating Speed VLO:	112 KCAS (see Note 2.13)
11.最大运行高度	不适用
Maximum Operating Altitude	N/A
12.全天候运行能力	日/夜—VFR、IFR，取决于所安装的设备
Allweather Operations	禁止在结冰条件下飞行
Capability:	Day/Night-VFR, IFR, depending on installed equipment. Flight in icing conditions is prohibited
13.最大重量（见注释 2.14）	
起飞	1960 公斤（4321 磅）
着陆	1960 公斤（4321 磅）
Maximum Weights:(see Note 2.14)	
Take-Off:	1960 kg (4321 lb)
Landing:	1960 kg (4321 lb)
14.重心范围（见注释 2.7 和 2.14）	
后部限制	任一重量下，基准面后+0.526m（+20.7in）(34%MAC)
前部限制	重量 1960kg（4321lb）时，基准面后 +0.325m(+12.8in)(21%MAC) 重量小于等于 1600kg（3527lb）时，基准面后+0.259m （+10.2in）（16.8%MAC） 对于中间重量，重心位置值呈线性变化

Centre of Gravity

Range: +0,526 m (+20,7 in) aft of datum (34% MAC)
for any weight
(see Note 2.7 and 2.14)
Rearward Limits: +0,325 m (+12,8 in) aft of datum (21% MAC)
at 1960 kg (4321 lb)
Forward Limits: +0,259 m (+10,2 in) aft of datum (16,8% MAC)
at 1600 kg (3527 lb) or less
with linear variation for intermediate weights

15.基准面

Datum 与机翼前缘相切
Tangent to the wing leading edge

16.控制面偏转

襟翼 向下: $35^{\circ} \pm 2^{\circ}$
副翼 向上: $30^{\circ} \pm 2^{\circ}$ 向下: $17^{\circ} \pm 2^{\circ}$
平尾 (前缘) 向上: $6^{\circ} \pm 2^{\circ}$ 向下: $16^{\circ} \pm 2^{\circ}$
平尾调整片 (后缘) 向下: $1^{\circ} \pm 1^{\circ}$ (最小)
(相对于平尾弦) $15^{\circ} \pm 1^{\circ}$ (最大)
方向舵 向右: $25^{\circ} \pm 2^{\circ}$ 向左: $25^{\circ} \pm 2^{\circ}$
方向舵调整片 向右: $30^{\circ} \pm 2^{\circ}$ 向左: $30^{\circ} \pm 2^{\circ}$

Control surface

deflections:

Wing Flaps Down: $35^{\circ} \pm 2^{\circ}$
Ailerons Up: $30^{\circ} \pm 2^{\circ}$ Down: $17^{\circ} \pm 2^{\circ}$
Stabilator (leading edge) Up: $6^{\circ} \pm 2^{\circ}$ Down: $16^{\circ} \pm 2^{\circ}$
Stabilator tab (trailing edge) Down: $1^{\circ} \pm 1^{\circ}$ (min)
(with respect to stabilator chord) $15^{\circ} \pm 1^{\circ}$ (max)
Rudder: Right: $25^{\circ} \pm 2^{\circ}$ Left: $25^{\circ} \pm 2^{\circ}$
Rudder tab: Right: $30^{\circ} \pm 2^{\circ}$ Left: $30^{\circ} \pm 2^{\circ}$

17.水平基准

横向 与座椅轨道交叉
纵向 在 8 号和 9 号框之间, 机身左侧两个螺栓处。

Levelling Means:

Lateral: Across seat tracks
Longitudinal: Two screws on the fuselage left side, between
frames No.8 and 9

18.最小飞行机组

1 个 (驾驶员)

Minimum Flight Crew

1(Pilot)

19.最多座位数 (见注释 2.8)

Maximum Seating Capacity: 6 个, 分布如下:
-0.950m (-37.4in) 处 2 个,
-0.146m (-5.7in) 处 2 个

(see Note 2.8) +0.867m (+34.2in) 处 2 个

Total 6, distributed as follows:

2 at -0,950 m (-37,4 in),

2 at -0,146 m (-5,7 in),

2 at +0,867 m (+34,2 in)

20.行李舱/货舱

最大允许载荷

181kg (400lb)

位置

+1.542m(+60.7in)

Baggage/Cargo Compartments:

Max Allowable Load:

181 kg (400 lb)

Location:

+1,542 m (+60,7 in)

21.机轮和轮胎

Wheel and Tyres

见《飞机飞行手册》

See Aircraft Flight Manual

IV.操作及维护说明/Operating and Service Instructions

1.飞行手册（见注释 2.9）

Flight Manual:

(see Note 2.9)

飞机 s/n 40: 见文件 doc. p/n NOR10.707-30

飞机 s/n 430: 见文件 doc. p/n NOR10.707-30B

飞机从s/n 453以后: 见文件 doc. p/n NOR10.707-30C

最新可应用版本见文件 doc. p/n NOR 10.763-1 “P.68 型飞机技术文件目录”

Aircraft s/n 40: doc. p/n NOR10.707-30

Aircraft s/n 430: doc. p/n NOR10.707-30B

Aircraft from s/n 453: doc. p/n NOR10.707-30C

Refer to doc. p/n NOR 10.763-1 “P.68 Variants

Index of Technical Publications” for latest applicable revision

2.技术手册

Technical Manual

—飞机维修手册

飞机 s/n 40 和 430: 见文件 Doc. p/n NOR10.709-9 和所有可用的补充材料

飞机从s/n435以后: 见文件 doc. p/n AMM10.702-3

最新可应用版本见文件 doc. p/n NOR 10.763-1 “P.68 型飞机技术文件目录”

—服务通告、指南和信函

见文件 doc. p/n NOR10.777-1 “P.68 型飞机服务通告、服务信函和服务指南目录”

— Airplane Maintenance Manual:

Aircraft s/n 40 and 430: doc. p/n NOR10.709-9
and all applicable Supplements
Aircraft from s/n 453: doc. p/n AMM10.702-3
Refer to doc. p/n NOR 10.763-1 “P.68 Variants
Index of Technical Publications” for latest
applicable revision
– Service Bulletins, Instructions and Letters
Refer to doc. p/n NOR10.777-1 “P.68 Variants,
Index of Service Bulletins, Service Letters and
Service Instructions”

3.图解零件目录 Spare Parts Catalogue(IPC)

飞机 s/n 40 和 430: 见文件 doc. p/n NOR10.711-9
飞机从s/n435以后: 见文件doc. p/n IPC10.703-3
最新可应用版本见文件 doc. p/n NOR 10.763-1 “P.68
型飞机技术文件目录”

Aircraft s/n 40 and 430: doc. p/n NOR10.711-9
and all applicable Supplements
Aircraft from s/n 453: doc. p/n IPC10.703-3
Refer to doc. p/n NOR 10.763-1 “P.68 Variants
Index of Technical Publications” for latest
applicable revision

4.电器件和主要件 Instruments and aggregates

见可用的 AFM 和 AMM
Refer to applicable AFM and AMM

V.注释/Notes

注释 2.1: 型号设计更改的审定基础

NOTE 2.1: CERTIFICATION BASIS OF TYPE DESIGN CHANGES

对于型号设计更改 **No.MOD P68/83** “在 P.68R 飞机上安装机组门”和 **MOD P68/84** “移除应急窗和 P.68R 飞机上新的撤离指示”(这两个更改不能单独做), 除了 P.68R 审定基础外, 下述适航要求的修正案和等效安全水平适用:

FAR 23 Amdt 14: § 23.1309

FAR 23 Amdt 49: § 23.807

等效安全水平:

FAR23.807(a)(4) Amdt.49, 等效于2003年11月11日发布的EASA CS23 §23.807(a)(4) [参考2007年8月21日发布的EASA CRI D-02 issue 3 “机组舱门升级为应急舱门, 所以移除应急窗口”]

等效安全水平:

FAR 23.783(b) Amdt.6 [参考 2007 年 1 月 18 日发布的 EASA CRI D-01 issue 2 “P.68R 机组舱门安装”]

For Type Design Changes **No. MOD P68/83** “Crew door installation on P.68R variant” and **MOD P68/84** “Emergency window removal and new evacuation instructions on P.68R variant” (which cannot be implemented separately), in addition to P.68R certification basis, the following amendments of airworthiness requirements and Equivalent Level Of Safety are applicable:

FAR 23 Amdt 14: § 23.1309

FAR 23 Amdt 49: § 23.807

Equivalent Level Of Safety:

FAR23.807(a)(4) Amdt.49, equivalent to EASA CS23 dated 14/11/2003 §23.807(a)(4) [ref. EASA CRI D-02 issue 3 dated 21/08/2007 “Crew door upgrading to emergency door resulting from emergency window removal”]

Equivalent Level Of Safety:

FAR 23.783(b) Amdt.6 [ref. EASA CRI D-01 issue 2 dated 18/01/2007 “P.68R crew door installation”]

对于型号设计更改 **No.MOD P68/123** “SAGEM 航电集成驾驶舱安装 (IFR)”，除了 P.68R 审定基础外，下述适航要求的修正案和等效安全水平适用：

1994年3月11日生效的JAR 23:

§§ 23.1, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611,
23.771, 23.773, 23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321,
23.1327, 23.1331, 23.1337, 23.1351, 23.1357, 23.1359, 23.1365, 23.1367,
23.1381, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545,
23.1549, 23.1559, 23.1581, 23.1583, 23.1585, 23.1589.

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 17: § 23.1303

专用条件:

JAR 23 Amdt 1 par. 23.1309(e) 根据JAA INT/POL/23/1 [参考2008年3月21日发布的 EASA CRI F-01 issue 3 “HIRF 保护”]

等效安全水平:

1994年3月11日生效的JAR 23 para. 23.1545(b)(1), 23.1545(b)(5),
23.1545(b)(6) [参考2008年3月25日发布的 EASA CRI G-01 issue 8 “Sagem 航电显示空速标记”]

For Type Design Change **No. MOD P68/123** “SAGEM Avionics Integrated cockpit installation (IFR)”, in addition to P.68R Certification Basis, the following amendments of airworthiness requirements and Equivalent Level Of Safety are applicable:

JAR 23 effective 11 March 1994:

§§ 23.1, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611,
23.771, 23.773, 23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321,
23.1327, 23.1331, 23.1337, 23.1351, 23.1357, 23.1359, 23.1365,

23.1367, 23.1381, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545,
23.1549, 23.1559, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 17: § 23.1303

Special Condition:

JAR 23 Amdt 1 par. 23.1309(e) according to JAA INT/POL/23/1 [ref. EASA CRI F-01 issue 3 dated 21/03/2008 “HIRF protection”]

Equivalent Level Of Safety:

JAR 23 effective 11 March 1994 para. 23.1545(b)(1), 23.1545(b)(5),
23.1545(b)(6) [ref. EASA CRI G-01 issue 8 dated 25/03/2008 “Sagem Avionics Display Airspeed Markings”]

对于型号设计更改 **No.MOD P68/126** “Garmin GNS 430W/530W (WAAS)系统安装”，除了 P.68R 审定基础外，下述适航要求的修正案适用：

001年2月1日生效的JAR 23 Amdt 1:

§§ 23.1, 23.601, 23.603, 23.605, 23.611, 23.1301, 23.1309, 23.1311,
23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583,
23.1585, 23.1589

For Type Design Change **No. MOD P68/126** “Garmin GNS 430W/530W (WAAS) system installation”, in addition to P.68R Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001:

§§ 23.1, 23.601, 23.603, 23.605, 23.611, 23.1301, 23.1309, 23.1311,
23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583,
23.1585, 23.1589

对于型号设计更改 **No.MOD P68/127** “P68R 飞机上 S-Tec 55X 自动驾驶仪扩展”，除了 P.68R 审定基础外，下述适航要求的修正案适用：

1994年3月11日生效的JAR 23 :

§§ 23.29, 23.143, 23.253, 23.601, 23.603, 23.605, 23.607, 23.609, 23.685,
23.689, 23.1529, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 18:

§§ 23.1301, 23.1309, 23.1321, 23.1329, 23.1357, 23.1365, 23.1367, 23.1381,
23.1431

FAR 23 Amdt 49: § 23.1359

For Type Design Change **No. MOD P68/127** “Extension of S-Tec 55X - Autopilot on P68R a/c”, in addition to P.68R Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§§ 23.29, 23.143, 23.253, 23.601, 23.603, 23.605, 23.607, 23.609, 23.685,
23.689, 23.1529, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 18:

§§ 23.1301, 23.1309, 23.1321, 23.1329, 23.1357, 23.1365, 23.1367, 23.1381, 23.1431

FAR 23 Amdt 49: § 23.1359

对于型号设计更改 **No.MOD P68/150** “从 P.68R 型飞机标准航程构型延程到长航程构型”，除了 P.68R 审定基础外，下述适航要求的修正案适用：

1994年3月11日生效的JAR 23 :

§§ 23.601, 23.603, 23.605, 23.609, 23.611, 23.951, 23.959, 23.963, 23.964,
23.967, 23.969, 23.971, 23.975, 23.993, 23.1501, 23.1581, 23.1585

FAR 23 Amdt 7:

§§ 23.471, 23.473, 23.477, 23.479, 23.483, 23.485, 23.493

For Type Design Change No. MOD P68/150 “Extension from Standard Range configuration to Long Range Configuration for P.68R Model”, in addition to P.68R Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§§ 23.601, 23.603, 23.605, 23.609, 23.611, 23.951, 23.959, 23.963, 23.964,
23.967, 23.969, 23.971, 23.975, 23.993, 23.1501, 23.1581, 23.1585

FAR 23 Amdt 7:

§§ 23.471, 23.473, 23.477, 23.479, 23.483, 23.485, 23.493

对于型号设计更改 **No.MOD P68/151** “P.68R MTOW 增加到 2063kg (4548lb)”, 除了 P.68R 审定基础外, 下述适航要求的修正案适用:

1994年3月11日生效的JAR 23 :

§§ 23.29, 23.143, 23.253, 23.1301, 23.1311, 23.1321, 23.1501, 23.1525,
23.1529, 23.1541, 23.1543, 23.1545, 23.1549, 23.1559, 23.1581, 23.1583,
23.1585, 23.1589

FAR 23 Amdt 7: §§ 23.572, 23.1323

For Type Design Change No. MOD P68/151 “P.68R MTOW increase up to 2063 kg (4548 lb)”, in addition to P.68R Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§§ 23.29, 23.143, 23.253, 23.1301, 23.1311, 23.1321, 23.1501, 23.1525,
23.1529, 23.1541, 23.1543, 23.1545, 23.1549, 23.1559, 23.1581, 23.1583,
23.1585, 23.1589

FAR 23 Amdt 7: §§ 23.572, 23.1323

对于型号设计更改 **No.MOD P68/195 “P.68R** 飞机 Sagem 玻璃驾驶舱 (IFR) 内, 用 Axitude AX1-200 替换 Cross Bow 500GA”, 除了 P.68R 审定基础外, 下述适航要求的修正案适用:

1994年3月11日生效的JAR 23 :

§§ 23.1, 23.23, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611,
23.1301, 23.1309, 23.1351, 23.1357, 23.1359

FAR 23 Amdt 57 (依据选定的符合基础): § 23.1308

For Type Design Change No. MOD P68/195 “Replacing Cross Bow 500GA with Axitude AX1-200 in Sagem glass cockpit (IFR) for P.68R”, in addition to P.68R Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§§ 23.1, 23.23, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611,
23.1301, 23.1309, 23.1351, 23.1357, 23.1359

FAR 23 Amdt 57 (on elect to comply basis): § 23.1308

对于型号设计更改 **No.MOD P68/208** “P.68R 飞机 VLE/VLO 增加”, 除了 P.68R 审定基础外, 下述适航要求的

修正案适用：

1994年3月11日生效的JAR 23：

§§ 23.25, 23.29, 23.141, 23.143, 23.601, 23.603, 23.605, 23.607, 23.609,
23.611, 23.1301, 23.1322, 23.1501, 23.1529, 23.1541, 23.1563, 23.1583,
23.1585

FAR 23 Amdt 17: § 23.1309

For Type Design Change No. MOD P68/208 “P.68R, VLE/VLO increase”, in addition to P.68R Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§§ 23.25, 23.29, 23.141, 23.143, 23.601, 23.603, 23.605, 23.607, 23.609,
23.611, 23.1301, 23.1322, 23.1501, 23.1529, 23.1541, 23.1563, 23.1583,
23.1585

FAR 23 Amdt 17: § 23.1309

对于型号设计更改 **No.MOD P68/223** “固定式氧气系统组件安装”，除了 P.68R 审定基础外，下述适航要求的修正案适用：

2001年2月1日生效的JAR 23 Amdt 1：

§§ 23.601, 23.603, 23.605, 23.625, 23.1357, 23.1367, 23.1501, 23.1529,
23.1541, 23.1581, 23.1583, 23.1585

FAR 23 Amdt 9: § 23.1449

FAR 23 Amdt 17: § 23.1309

FAR 23 Amdt 36: § 23.561

FAR 23 Amdt 43: §§ 23.1441, 23.1443, 23.1445

FAR 23 Amdt 49: §§ 23.1447, 23.1451, 23.1453

For Type Design Change No. MOD P68/223 “Fixed oxygen system kit installation”, in addition to P.68R Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001:

§§ 23.601, 23.603, 23.605, 23.625, 23.1357, 23.1367, 23.1501, 23.1529,
23.1541, 23.1581, 23.1583, 23.1585

FAR 23 Amdt 9: § 23.1449

FAR 23 Amdt 17: § 23.1309

FAR 23 Amdt 36: § 23.561

FAR 23 Amdt 43: §§ 23.1441, 23.1443, 23.1445

FAR 23 Amdt 49: §§ 23.1447, 23.1451, 23.1453

对于型号设计更改 **No.MOD P68/229** “替换起落架应急放出系统的氮气罐”，除了 P.68R 审定基础外，下述适航要求的修正案适用：

1994年3月11日生效的JAR 23： §§ 23.1501, 23.1529

2001年2月1日生效的JAR 23 Amdt 1： §§ 23.601, 23.603, 23.605

FAR 23 Amdt 14: § 23.1435

FAR 23 Amdt 17: § 23.1309

For Type Design Change No. MOD P68/229 “Landing gear emergency extension system, nitrogen reservoir replacement”, in addition to P.68R Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994: §§ 23.1501, 23.1529

JAR 23 Amdt 1 effective 01 February 2001: §§ 23.601, 23.603, 23.605

FAR 23 Amdt 14: § 23.1435

FAR 23 Amdt 17: § 23.1309

对于型号设计更改 **No.MOD P68/240** “Garmin G950 航电安装”，除了 P.68R 审定基础外，下述适航要求的修正案适用：

2001年2月1日生效的JAR 23 Amdt 1：

§§ 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613,
23.623, 23.625, 23.627, 23.771, 23.773, 23.777, 23.1301, 23.1305, 23.1309,
23.1311, 23.1321, 23.1322, 23.1327, 23.1331, 23.1337, 23.1351, 23.1353,
23.1357, 23.1359, 23.1361, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501,
23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1547, 23.1549,
23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 18: §§ 23.1303, 23.1325

专用条件:

2011 年 8 月 3 日发布的 EASA CRI F-01 issue 3 “HIRF 保护 – 集成航电系统” [JAA INT/POL/23/1 issue 1]

专用条件:

2011 年 8 月 3 日发布的 EASA CRI B-01 issue 3 “集成航电系统中的人为因素” [SC/P68 SERIE/04]

For Type Design Change No. MOD P68/240 “Garmin G950 avionics installation”, in addition to P.68R Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001:

§§ 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613,
23.623, 23.625, 23.627, 23.771, 23.773, 23.777, 23.1301, 23.1305, 23.1309,
23.1311, 23.1321, 23.1322, 23.1327, 23.1331, 23.1337, 23.1351,

23.1353, 23.1357, 23.1359, 23.1361, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501,
23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1547, 23.1549,
23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 18: §§ 23.1303, 23.1325

Special Condition:

EASA CRI F-01 issue 3 dated 03/08/2011 “HIRF Protection – Integrated Avionics Systems” [JAA INT/POL/23/1 issue 1]

Special Condition:

EASA CRI B-01 issue 3 dated 03/08/2011 “Human Factors in Integrated Avionics Systems” [SC/P68 SERIE/04]

对于型号设计更改 **No.MOD P68/247** “Sagem 航电集成驾驶舱安装的软件更改”，除了 P.68R 审定基础外，下述适航要求的修正案适用：

1994 年 3 月 11 日生效的 JAR 23：

§§ 23.1301, 23.1309, 23.1311, 23.1545, 23.1581, 23.1583

等效安全水平：

1994 年 3 月 11 日生效的 JAR 23 ， 23.1545(b)(1), 23.1545(b)(5),

23.1545(b)(6) [参考 2010 年 9 月 29 日发布的 EASA CRI G-01 issue 5 “Sagem 航电显示空速标记”]

For Type Design Change No. MOD P68/247 “Software change to Sagem Avionics integrated cockpit installation”, in addition to P.68R Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§§ 23.1301, 23.1309, 23.1311, 23.1545, 23.1581, 23.1583

Equivalent Level Of Safety:

JAR 23 effective 11 March 1994 par. 23.1545(b)(1), 23.1545(b)(5),

23.1545(b)(6) [ref. EASA CRI G-01 issue 5 dated 29/09/2010 “Sagem Avionics Display Airspeed Markings”]

注释 2.2 对于第一次审查，有适航设计标准（见审定基础）要求的基本设备应安装在飞机上。

此外，还需要下列设备：

—Safe Flight Instrument Corp.失速前探测器 164 型，或等效仪表。

—飞机飞行手册（见 2.IV）

NOTE 2.2 Basic equipment required by the applicable airworthiness design standard (see certification basis) shall be installed in the aircraft for the first certification.

In addition, the following equipment are required:

- Safe Flight Instrument Corp. pre-stall detector Type 164, or equivalent

- Aircraft Flight Manual (see § 2.IV)

注释 2.3 对于 IO-360-A1B 发动机，在 2100 和 2350rpm 之间，不允许连续运行。

NOTE 2.3 Continuous operation between 2100 and 2350 rpm is not permitted for IO-360-A1B engine.

注释 2.4 在确定空重和相关重心位置时，必须包括下面所标出的不可用燃油和发动机未排出的润滑油：

不可用燃油： 对于机翼主油箱，在 0.770m （+30.3in） 处 12.9kg （28.44lb）

对于机翼副油箱，在 0.770m （+30.3in） 处 5.7kg （12.57lb）

（见注释 2..5）

未排出的润滑油： 在 0.100m （+4in） 处 0.454kg （1lb）

NOTE 2.4 For the determination of the empty weight and associated centre of gravity position, unusable fuel and engine undrainable lubricant must be included as noted below:

- Unusable Fuel: 12,9 kg (28,44 lb) at +0,770 m (+30,3 in) for

the main wing tanks and 5,7 kg (12,57 lb) at
+0,770 m (+30,3 in) for the auxiliary wing
tank (see Note 2.5)

- Undrainable Lubricant: 0,454 kg (1 lb) at +0,100 m (+4 in)

注释 2.5 对于装有两个备用整体油箱，且油箱带有输送泵的 P.68R 飞机，全部油量为 580 Lt (153 U.S.Gal)。分布如下：

- 2 个机翼主油箱 在+0,770 m (+30,3 in)处205 Lt (54 U.S.Gal) /油箱
不可用: 9 Lt (2,5 U.S.Gal) /油箱
- 2个机翼副油箱: 在+0,770 m (+30,3 in)处85 Lt (22,5 U.S.Gal) /油箱
不可用: 4 Lt (1 U.S.Gal) /油箱

NOTE 2.5 For P.68R aircraft equipped with two auxiliary integral fuel tanks with transfer pumps, the total fuel capacity is 580 Lt (153 U.S.Gal) distributed as follows:

- 2 Main Wing Tanks 205 Lt (54 U.S.Gal) per tank
at +0,770 m (+30,3 in)
Unusable: 9 Lt (2,5 U.S.Gal) per tank
- 2 Auxiliary Wing Tanks 85 Lt (22,5 U.S.Gal) per tank
at +0,770 m (+30,3 in)
Unusable: 4 Lt (1 U.S.Gal) per tank.

注释 2.6a 对于装有 Partenavia 组件 Kit P/N 68-015 的 P.68R 飞机，全部油量为 538 Lt (142 U.S.Gal)。分布如下：

- 2 个机翼主油箱 在+0,770 m (+30,3 in)处，269 Lt (71 U.S.Gal) /油箱
不可用: 9 Lt (2,5 U.S.Gal) /油箱

注释 2.6b 对于装有 MOD P68/150,的 P.68R 飞机，下列机翼油箱构型被批准：

- 标准航程

总油量	在+0,770 m (+30,3 in)处， 538 Lt (142 U.S.Gal)
总不可用油量:	18 Lt (4.7 U.S.Gal)
- 长航程:

总油量	在+0,770 m (+30,3 in)处， 696 Lt (184 U.S.Gal)
总不可用油量:	26 Lt (6.9 U.S.Gal)

NOTE 2.6a For P.68R aircraft equipped with Partenavia Kit P/N 68-015, the total fuel capacity is 538 Lt (142 U.S.Gal) distributed as follows:

- 2 Main Wing Tanks 269 Lt (71 U.S.Gal) per tank
at +0,770 m (+30,3 in)
Unusable: 9 Lt (2,5 U.S.Gal) per tank

NOTE 2.6b For P.68R aircraft embodying MOD P68/150, the following wing fuel tank configurations are approved:

- STANDARD RANGE

Total fuel capacity: 538 Lt (142 U.S.Gal) at +0,770 m (+30.3 in)

Total unusable fuel: 18 Lt (4,7 U.S.Gal)

- LONG RANGE

Total fuel capacity: 696 Lt (184 U.S.Gal) at +0,770 m (+30.3 in)

Total unusable fuel: 26 Lt (6,9 U.S.Gal)

注释 2.7 起落架收放导致的重心编号可忽略不计。

NOTE 2.7 Displacements of Centre of Gravity due to the landing gear retraction and extension are negligible.

注释 2.8 对于使用 Partenavia 服务通告 No.29 的 P.68R 飞机，座位数是 7，位置分布如下：

2 个在 -0,950 m (-37,4 in)处,

2个在-0,146 m (-5,7 in) 处,

3个乘客坐在长凳座椅上，位于+0,867 m (+34,2 in)

NOTE 2.8 For P.68R aircraft embodying Partenavia Service Bulletin No.29, the number of seats is 7, distributed as follows:

2 at -0,950 m (-37,4 in),

2 at -0,146 m (-5,7 in),

3 passengers on the bench seat, at +0,867 m (+34,2 in)

注释 2.9 下列标牌应安装在驾驶员视野内：

“本机必须按正常类飞机运行，应遵守标牌、标记和手册中声明的运行限制。”

此外，所有《飞机飞行手册》中要求的标牌都应安装在正确位置处。

NOTE 2.9 The following placard shall be installed in full view of pilot:

“THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS”

Moreover all placards required in the Aircraft Flight Manual shall be installed in the proper location.

注释2.10 从s/n 430以后的P.68R飞机出厂时可以配有调节器“MT-Propeller”(根据更改 No. MOD P68/1111): P-881-30 (左), P-881-31 (右) .

NOTE 2.10 P.68R aircraft from s/n 430 onwards may be equipped since new with governors “MT-Propeller” (as per Change No. MOD P68/111): P-881-30 (left), P-881-31 (right).

注释 2.11 从 s/n 430 以后的 P.68R 飞机出厂时可以配被批准用于 IFR 运行的 SAGEM 航电集成显示系统，该系统代替标准仪表盘布局（根据型号设计更改 No. MOD P68/123 和 MOD P68/195）。

NOTE 2.11 P.68R aircraft from s/n 430 onwards may be equipped since new with a SAGEM Avionics Integrated Display System approved for IFR operations, in lieu of the standard instrument panel layout (as per Type Design Changes No. MOD P68/123 and MOD P68/195).

注释 2.12 从 s/n 430 以后的 P.68R 飞机出厂时可以配备一套 S-Tec 55X 自动驾驶仪（根据型号设计更改 No. MOD P68/127）。

NOTE 2.12 P.68R aircraft from s/n 430 onwards may be equipped since new with a S-Tec 55X Autopilot (as per Type Design Change No. MOD P68/127).

注释 2.13 下列空速限制用于从 s/n 430 以后的 P.68R 飞机（根据型号设计更改 No. MOD P68/208）

最大起落架放下速度 VLE: 131 KCAS

最大起落架放下速度 VLO (放下): 131 KCAS

最大起落架收起速度 VLO (收起): 112 KCAS

NOTE 2.13 The following airspeed limitation applies to P.68R aircraft from s/n 430 onwards (as per Type Design Change No. MOD P68/208):

Maximum Landing Gear Extended Speed VLE: 131 KCAS

Maximum Landing Gear Extension Speed VLO (Extension): 131 KCAS

Maximum Landing Gear Retraction Speed VLO (Retraction): 112 KCAS

注释 2.14 对于实施了型号设计更改 No. MOD P68/151 或者使用了 Vulcanair 服务通告 No.198 的 P.68R 飞机，在下述运行限制下，最大起飞重量 2063kg（4548lb）被批准：

- 空速:

不许超越速度 VNE: 197 KCAS

最大结构巡航速度 VNO: 157 KCAS

最小设计机动速度 VA: 127 KCAS

襟翼展态速度 VFE:

襟翼 15°, 152 KCAS

襟翼 30°, 138 KCAS

襟翼 35°, 101 KCAS

最小操纵速度(单发) VMC: 60 KCAS

- 最大重量:

起飞: 2063kg (4548lb)

着陆: 1960 kg (4321 lb)

零燃油: 1960 kg (4321 lb)

- 重心范围:

后部限制: 对任何重量，基准面后+0.526 m (+20.7 in) (34% MAC)

前部限制:

重量2063kg（4548lb）时，基准面后+0.344 m (+13.54 in) (22,2% MAC)

重量小于等于1600 kg (3527 lb)时，基准面后+0.259 m (+10.20 in) (16,8% MAC)

对于中间重量，重心位置值呈线性变化。

NOTE 2.14: P.68R aircraft embodying Type Design Change No. MOD P68/151 or applying Vulcanair Service Bulletin No. 198 are approved for a Maximum Take Off Weight of 2063 kg (4548 lb), with the following Operating Limitations:

- Air Speeds:

Never exceed speed VNE: 197 KCAS

Maximum structural cruising speed VNO: 157 KCAS

Design Manoeuvring Speed VA: 127 KCAS

Flaps Extended Speed VFE:

15° Flaps 152 KCAS

30° Flaps 138 KCAS

35° Flaps 101 KCAS

Minimum Control Speed (Single Engine) VMC: 60 KCAS

- Maximum Masses:

Take Off: 2063 kg (4548 lb)

Landing: 1960 kg (4321 lb)

Zero Fuel: 1960 kg (4321 lb)

- Centre of Gravity Range:

Rearward Limits: +0,526 m (+20,7 in) aft of datum (34% MAC)

for any weight

Forward Limits: +0,344 m (+13,54 in) aft of datum (22,2% MAC)

at 2063 Kg (4548 lb)

+0,259 m (+10,20 in) aft of datum (16,8% MAC)

at 1600 Kg (3527 lb) or less

with linear variation between given points

注释 2.15 从 s/n 430 以后的 P.68R 飞机出厂时或实施了 Vulcanair 服务通告 No.193 可以配置固定式氧气系统组件(根据型号设计更改 No. MOD P68/223)

NOTE 2.15: P.68R aircraft from s/n 430 onwards may be equipped since new or applying Vulcanair Service Bulletin No. 193 with a fixed oxygen system kit (as per Type Design Change No. MOD P68/223).

注释 2.16 从 s/n 458 以后的 P.68R 飞机出厂时可以配备 GARMIN G950 集成驾驶舱系统(根据型号设计更改 No. MOD P68/240)

NOTE 2.16: P.68R aircraft from s/n 458 onwards may be equipped with Garmin G950 Integrated Flight Deck System (as per Type Design Change No. MOD P68/240).

第 3 部分 P.68C

SECTION 3 P.68C

I.概述/General

1. 衍生型或型别/Variant or Model	P.68C
适航类别/Airworthiness Category	正常类航空器/Normal Category aircraft
型号合格证持有人/TypeCertificate Holder	VULCANAIR S.p.A. Via Giovanni Pascoli,7 80026-Casoria(Napoli) Italy.
制造商/Manufacture	VULCANAIRS S.p.A. Via Giovanni Pascoli,7 80026-Casoria(Napoli) Italy.
2. 申请审查日期/Certification Application Date	1979.01.02/2 January 1979
3. 当局型号审查日期 National AuthorityType Certificate Date	1979.07.23 (RAI TC No.A151; 1998 年 11 月 25 日重 新发布 ENACTC No.A365) 23 July 1979(RAI TC No.A 151;reissued as ENAC TC No.A 365 dated 25 November 1998)

II.审定基础/Certification Basis

1. 确定可使用的要求的参考日期 Reference Date for determining the applicable requirements	1979.01.02 2 January 1979
2. 适航要求 Airworthiness Requirements	FAR23 部 (1965 年 2 月 1 日生效), 包括第 23-1 至第 23-6 修正案(见注释 3.1)。 FAR 23 effective 1 February 1965 including Amdt 1 through 6, plus (see Note 3.1)
3. EASA 专用条件/Special Conditions	无/None
4. EASA 豁免/Exemptions	无/None
5. EASA 偏离/Deviations	无/None
6. EASA 等效安全/Equivalent Safety Findings	无/None

7.所选的符合性要求 Requirements elected to comply	无 None
8. EASA 环境标准 Environmental Standards	噪声: ICAO 附件 16, 第 1 卷, 第 10 章 燃油和发动机排放: 不适用 Noise: ICAO Annex 16, Volume I, Chapter 10 Fuel venting & engine emission: N/A

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

1. 型号设计定义 Type Design Definition	文件 SPEC VA/137/PRD “型号设计构型数据 P.68C” doc. SPEC VA/149/PRD” Type Design Configuration Data P.68C”
2. 描述 Description	双发 (活塞), 高单翼, 固定式前三点起落架 Twin engine(piston), high wing monoplane with fixed tricycle landing gear
3. 设备 Equipment	参见《飞机飞行手册》doc.p/n NOR 10.719-1 中 “设备清单” (见注释 3.2) Refer to Equipment List of “Aircraft Flight Manual” Doc.p/n NOR10.719-1(see Note 3.2)
4. 尺寸 Dimensions	长: 9.55m(31.33ft) 高: 3.40m(11.15ft) 宽 (翼展): 12.00m(39.37ft) Length: 9.55m(31.33ft) Height: 3.40m(11.15ft) Width(Wing Span): 12.00m(39.37ft)
5. 发动机/Engine	
5.1 型号 Model	2 台 Lycoming IO-360-A1B6 2 Lycoming IO-360-A1B6
5.2 型号合格证 Type Certificate	FAA 型号合格证 No.1E10 FAA Type Certificate No.1E10 中国民航认可证: VTC045E CAAC Validation Type Certificate: VTC045E
5.3 限制 Limitations	在 2700rpm 时 200HP, 其它发动机限制见《飞机飞行手册》“运动限制” 部分 200 HP at 2700rpm

	Other engine's limitations are listed in the "Aircraft Flight Manual", Operating Limitations Section
6.载荷因子 Load factors	见《飞机飞行手册》 See Aircraft Flight Manual
7. 螺旋桨/Propeller	
7.1 型号 Model	2 个 Hartzell HC-C2YK-2C () F/FC7666A-4 调速器: 2 个 Woodward model ()210655, 或可选 2 个 Woodward model ()210844 (见注释 3.10) 桨毂盖: 2 个 Hartzell model 836-29 2Hartzell HC-C2YK-2C () F/FC7666A-4 Governors:2 个 Woodward model ()21065, or alternatively 2 个 Woodward model ()210844 (see Note 3.10) Spinners:2 Hartzell model 836-29
7.2 型号合格证 Type Certificate	FAA 型号合格证 No.P-920 FAA Type Certificate No. P-920 中国民航认可证: VTC0165P CAAC Validation Type Certificate: VTC0165P
7.3 桨叶数/Number of blades	2
7.4 直径 Diameter	1.829m(72in) -不允许减小 1.829m(72in) -No reduction permitted
7.5 转向 Sense of Rotation	顺时针 Clockwise
7.6 螺旋桨限制 Propeller limits	在站位 0.762m(30in)处, 桨距设置为 最大+81.2° ±0.3° 最小+14.2° ±0.2° Pitch setting at station 0.762m(30in): Max+81.2° ±0.3° Min+14.2° ±0.2°
8.液体/Fluids	
8.1 燃油 fuel	100 或 100LL 级航空汽油, 根据 Textron Lycoming 公司 服务指南 1070 最新版规定。 Aviation Gasoline, grade 100 or 100LL, in accordance with latest issue of Textron Lycoming Service Instruction 1070
8.2 滑油 Oil	单粘度或多粘度滑油, 根据 Textron Lycoming 公司服 务指南 1014 最新版规定。 Single or multi-viscosity oils, in accordance with latest

8.3 冷却剂/Coolant

空气
Air

9. 液体容量/Fluid capacities

9.1 燃油

(见注释 3.3、3.4 和 3.5)

Fuel

(see Notes 3.3、3.4 and 3.5)

一直到 s/n209:

总共: 在+0.770m (+30.3in) 处, 410 升 (108U.S.Gal)

[205 升 (54U.S.Gal) /机翼油箱]

不可用: 9 升 (2.5U.S.Gal) /机翼油箱

从 s/n210 以后: (见注释 3.6)

总共: 在+0.77m(+30.3in)处, 538 升 (142U.S.Gal)

[269 升 (71 U.S.Gal) /机翼油箱]

不可用: 9 升 (2.5U.S.Gal) /机翼油箱

Up to s/n 209:

Total: 410 Lt (108 U.S.Gal)

[205 Lt (54 U.S.Gal) per wing tank]

at +0,770 m (+30,3 in)

Unusable: 9 Lt (2,5 U.S.Gal) per wing tank

From s/n 210 onwards: (see Note 3.6)

Total: 538 Lt (142 U.S.Gal)

[269 Lt (71 U.S.Gal) per wing tank]

at +0,770 m (+30,3 in)

Unusable: 9 Lt (2,5 U.S.Gal) per wing tank

9.2 润滑油

Oil

总共: 在+0.100m (+4in) 处, 15 升 (16U.S.qt)

[7.5 升 (8U.S.qt) /发动机]

不可用: 1.8 升 (1.9U.S.qt)

Total: 15 Lt (16 U.S.qt)

[7,5 Lt (8 U.S.qt) per engine]

at +0,100 m (+4 in)

Unusable: 1,8 Lt (1,9 U.S.qt)

9.3 冷却系统容量/Coolant system capacity

不适用/ N/A

10.空速 (见注释 3.7)

不可超越速度 V_{NE} :

193KCAS

最大结构巡航速度 V_{NO} :

153KCAS

最小设计机动速度 V_A :

126KCAS

襟翼展态速度 V_{FE} :

襟翼 $0^\circ - 17^\circ$

152KCAS

襟翼 $17^\circ - 30^\circ$

138KCAS

襟翼 30° – 35°	99KCAS
最小操纵速度（单发）V _{MC} :	60KCAS
Air Speeds:(see Note 3.7)	
Never exceed speed VNE:	193 KCAS
Max structural cruising speed VNO:	153 KCAS
Design Manoeuvring Speed VA:	126 KCAS
Flap Extended Speed VFE:	
Flaps 0° - 17°:	152 KCAS
Flaps 17° - 30°:	138 KCAS
Flaps 30° - 35°:	99 KCAS
Minimum Control Speed (Single Engine) VMC:	60 KCAS
11.最大运行高度	不适用
Maximum Operating Altitude	N/A
12.全天候运行能力	日/夜—VFR、IFR，取决于所安装的设备
Allweather Operations Capability:	禁止在结冰条件下飞行
	Day/Night-VFR, IFR, depending on installed equipment. Flight in icing conditions is prohibited
13.最大重量（见注释 3.7 和 3.14）	
起飞	1990 公斤（4387 磅）
着陆	直道 s/n380: 1890 公斤（4167 磅）
Maximum Weights:(see Note3.7and 3.14)	
Take-Off:	1990 kg (4387 lb)
Landing:	1890 kg (4167 lb)up to s/n380
14.重心范围（见注释 3.7）	
后部限制	任一重量下，基准面后+0.526m（+20.7in）(34%MAC)
前部限制	重量 1990kg（4387lb）时，基准面后 +0.300m(+11.81in)(19.36%MAC) 重量小于等于 1680kg（3704lb）时，基准面后+0.230m （+9.06in）（14.84%MAC） 对于中间重量，重心位置值呈线性变化
Centre of Gravity Range:(see Note 3.7)	
Rearward Limits:	+0,526 m (+20,7 in) aft of datum (34% MAC) for any weight
Forward Limits:	+0,300 m (+11.81 in) aft of datum (19.36% MAC) at 1990 kg (4387 lb) +0,230 m (+9.06 in) aft of datum (14.84% MAC) at 1680

	kg (3704 lb) or less with linear variation for intermediate weights
15.基准面 Datum	与机翼前缘相切 Tangent to the wing leading edge
16.控制面偏转	
襟翼	向下: $35^{\circ} \pm 2^{\circ}$
副翼	向上: $30^{\circ} \pm 2^{\circ}$ 向下: $17^{\circ} \pm 2^{\circ}$
平尾（前缘）	向上: $6^{\circ} \pm 2^{\circ}$ 向下: $16^{\circ} \pm 2^{\circ}$
平尾调整片（后缘） （相对于平尾弦）	向下: $1^{\circ} \pm 1^{\circ}$ （最小） $15^{\circ} \pm 1^{\circ}$ （最大）
方向舵	向右: $25^{\circ} \pm 2^{\circ}$ 向左: $25^{\circ} \pm 2^{\circ}$
方向舵调整片	向右: $30^{\circ} \pm 2^{\circ}$ 向左: $30^{\circ} \pm 2^{\circ}$
Control surface deflections:	
Wing Flaps	Down: $35^{\circ} \pm 2^{\circ}$
Ailerons	Up: $30^{\circ} \pm 2^{\circ}$ Down: $17^{\circ} \pm 2^{\circ}$
Stabilator (leading edge)	Up: $6^{\circ} \pm 2^{\circ}$ Down: $16^{\circ} \pm 2^{\circ}$
Stabilator tab (trailing edge) (with respect to stabilator chord)	Down: $1^{\circ} \pm 1^{\circ}$ (min) $15^{\circ} \pm 1^{\circ}$ (max)
Rudder:	Right: $25^{\circ} \pm 2^{\circ}$ Left: $25^{\circ} \pm 2^{\circ}$
Rudder tab:	Right: $30^{\circ} \pm 2^{\circ}$ Left: $30^{\circ} \pm 2^{\circ}$
17.水平基准	
横向	与座椅轨道交叉
纵向	在 8 号和 9 号框之间，机身左侧两个螺栓处。
Levelling Means:	
Lateral:	Across seat tracks
Longitudinal:	Two screws on the fuselage left side, between frames No.8 and 9
18.最小飞行机组 Minimum Flight Crew	1 个（驾驶员） 1(Pilot)
19.最多座位数 Maximum Seating Capacity:	7 个，分布如下： -0.950m（-37.4in）处 2 个， -0.146m（-5.7in）处 2 个 +0.867m（+34.2in）处 3 个 Total 7, distributed as follows: 2 at -0,950 m (-37,4 in), 2 at -0,146 m (-5,7 in),

20.行李舱/货舱	3 at +0,867 m (+34,2 in)
最大允许载荷	181kg (400lb)
位置	+1.542m(+60.7in)
Baggage/Cargo	
Compartments:	
Max Allowable Load:	181 kg (400 lb)
Location:	+1,542 m (+60,7 in)
21.机轮和轮胎	见设备清单文件 doc.p/n NOR10.719-1
Wheel and Tyres	See Equipment List doc.p/n NOR10.719-1
22.保留/Reserved	

IV.操作及维护说明/Operating and Service Instructions

1.飞行手册（见注释 3.8）	直到 s/n 402: 见文件 doc. p/n NOR10.707-1
Flight Manual:	飞机 s/n 412: 见文件 doc. p/n NOR10.707-1B
(see Note 3.8)	最新可应用版本见文件 doc. p/n NOR 10.763-1 “P.68 型飞机技术文件目录”
	Up to s/n 402: doc. p/n NOR10.707-1
	From s/n 412 onwards: doc. p/n NOR10.707-1B
	Refer to doc. p/n NOR 10.763-1 “P.68 Variants Index of Technical Publications” for latest applicable revision
2.技术手册	—飞机维修手册
Technical Manual	飞机 doc. p/n NOR10.709-1B 和所有可用的补充材料
	最新可应用版本见文件 doc. p/n NOR 10.763-1 “P.68 型飞机技术文件目录”
	—服务通告、指南和信函
	见文件 doc. p/n NOR10.777-1 “P.68 型飞机服务通告、服务信函和服务指南目录”
	— Airplane Maintenance Manual:
	Doc. p/n NOR10.709-1B and all applicable Supplements
	Refer to doc. p/n NOR 10.763-1 “P.68 Variants Index of Technical Publications” for latest applicable revision
	— Service Bulletins, Instructions and Letters
	Refer to doc. p/n NOR10.777-1 “P.68 Variants, Index of Service Bulletins, Service Letters and Service Instructions”
3.图解零件目录	文件 doc. p/n NOR10.711-1 和所有可用的补充材料
Spare Parts Catalogue(IPC)	最新可应用版本见文件 doc. p/n NOR 10.763-1 “P.68 型飞机技术文件目录”
	doc. p/n NOR10.711-1 and all applicable Supplements

4. 电器件和主要件

Instruments and aggregates

Refer to doc. p/n NOR 10.763-1 “P.68 Variants
Index of Technical Publications” for latest
applicable revision

见可用的 AFM 和 AMM

Refer to applicable AFM and AMM

V. 注释/Notes

注释 3.1: 型号设计更改的审定基础

NOTE 3.1: CERTIFICATION BASIS OF TYPE DESIGN CHANGES

对于型号设计更改 **No.MOD P68/14**“安装设备 COM/NAV/GS/GPS GARMIN GNS430, P/N 010-00139-01”, 除了 P.68C 审定基础以外, 下述适航要求的修订案适用:

1994 年 3 月 11 日生效的 JAR23:

§§23.1, 23.601, 23.605, 23.611, 23.1301, 23.1309, 23.1311, 23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583, 23.1585

For Type Design Change No.MOD P68/14“Installation of the equipment COM/NAV/GS/GPS GARMIN GNS430, P/N 010-00139-01”, in addition to P.68C Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR23 effective 11 March 1994

§§23.1, 23.601, 23.605, 23.611, 23.1301, 23.1309, 23.1311, 23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583, 23.1585

对于型号设计更改 **No.MOD P68/17**“连接机翼油箱”, 除了 P.68C 审定基础以外, 下述适航要求的修订案适用:

1994 年 3 月 11 日生效的 JAR23:

§§23.1, 23.601, 23.603, 23.605, 23.609, 23.611, 23.951, 23.953, 23.954, 23.957, 23.959, 23.963, 23.965, 23.967, 23.969, 23.971, 23.975, 23.993, 23.1501, 23.1581, 23.1585

For Type Design Change No.MOD P68/17 “Interconnected Wing Fuel Tanks”, in addition to P.68C Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994

§§23.1, 23.601, 23.603, 23.605, 23.609, 23.611, 23.951, 23.953, 23.954, 23.957, 23.959, 23.963, 23.965, 23.967, 23.969, 23.971, 23.975, 23.993, 23.1501, 23.1581, 23.1585

对于型号设计更改 **No.MOD P68/18**“安装 Vision Microsystems VM1000、EC100、大气温度计、时钟和油位系统”, 除了 P.68C 审定基础以外, 下述适航要求的修订案适用:

1994 年 3 月 11 日生效的 JAR23:

§§23.1, 23.251, 23.301, 23.303, 23.305, 23.307, 23.561, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611,

23.613, 23.625, 23.955, 23.963, 23.965, 23.993, 23.1163, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1337, 23.1351, 23.1357, 23.1365, 23.1431, 23.1541, 23.1543, 23.1549, 23.1553, 23.1581, 23.1583, 23.1585“

FAR 23 Amdt 43(依据选定的符合基础): §23.1357

FAR 23 Amdt 45(依据选定的符合基础): §23.1549

FAR 23 Amdt 48(依据选定的符合基础): §23.611

FAR 23 Amdt 51(依据选定的符合基础): §23.1305

专用条件: SC P68/F01“安装 VM1000 (MOD P68/018)”,参考 1998 年 11 月 18 日发布的 doc.WG-318“协调 FAA NPRM 和 JAA NPA”; AC/AMJ20.1317

For Type Design Change **No.MOD P68/18**“Vision Microsystems VM1000,EC100,Air Temperature, chronometer and Fuel Level System Installation”, in addition to P.68C Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994

§§23.1, 23.251, 23.301, 23.303, 23.305, 23.307, 23.561, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.625, 23.955, 23.963, 23.965, 23.993, 23.1163, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1337, 23.1351, 23.1357, 23.1365, 23.1431, 23.1541, 23.1543, 23.1549, 23.1553, 23.1581, 23.1583, 23.1585“

FAR 23 Amdt 43(on elect to comply basis): §23.1357

FAR 23 Amdt 45(on elect to comply basis): §23.1549

FAR 23 Amdt 48(on elect to comply basis): §23.611

FAR 23 Amdt 51(on elect to comply basis): §23.1305

Special Condition: SC P68/F01“Installation VM 1000(MOD P68/018)”,ref. doc.WG-318“Harmonised FAA NPRM and JAA NPA” dated 18/11/1998; AC/AMJ 20.1317

对于型号设计更改 **No.MOD P68/31**“对配平安定面驱动系统进行更改”,除了 P.68C 审定基础以外,下述适航要求的修订案适用:

1994 年 3 月 11 日生效的 JAR23:

§§23.405, 23.601, 23.603,23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.671, 23.677, 23.683, 23.685, 23.689

FAR 23 Amdt 48(依据选定的符合基础): §§23.607, 23.611

For Type Design Change No. MOD P68/31 “Change to the Trim Stabilizer Actuating System”, in addition to P.68C Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994

§§ 23.405, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.671, 23.677, 23.683, 23.685, 23.689

FAR 23 Amdt 48 (on elect to comply basis): §§ 23.607, 23.611

对于型号设计更改 **No.MOD P68/52**“安装播云系统 (航空系统 E-16 碘化银种子生成器)”,除了 P.68C 审定基础以外,下述适航要求的修订案适用:

2001 年 2 月 1 日生效的 JAR 23 Amdt 1:

§§ 23.21, 23.23, 23.25, 23.29, 23.31, 23.33, 23.45, 23.49, 23.51, 23.53, 23.55, 23.57, 23.59, 23.61, 23.63, 23.65, 23.66, 23.67, 23.69, 23.71, 23.73, 23.75, 23.77, 23.141, 23.143, 23.145, 23.147, 23.149, 23.151, 23.153, 23.155, 23.157, 23.161, 23.171, 23.173, 23.175, 23.177, 23.181, 23.201, 23.203, 23.207, 23.221, 23.231, 23.233, 23.235, 23.237, 23.239, 23.251, 23.253, 23.629, 23.777, 23.863, 23.867, 23.1301, 23.1309, 23.1322, 23.1351, 23.1357, 23.1359, 23.1365, 23.1367, 23.1501, 23.1505, 23.1507, 23.1511, 23.1513, 23.1519, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1559, 23.1563, 23.1581, 23.1583, 23.1585, 23.1587, 23.1589

FAR 23 Amdt 7: §§ 23.611, 23.615, 23.619, 23.625

FAR 23 Amdt 45: § 23.613, 23.621

FAR 23 Amdt 48: § 23.607

For Type Design Change No. MOD P68/52 “Cloud Seeding System Installation (Aero Systems E-16 Silver Iodide Seeding Generators)”, in addition to P.68C Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001

§§ 23.21, 23.23, 23.25, 23.29, 23.31, 23.33, 23.45, 23.49, 23.51, 23.53, 23.55, 23.57, 23.59, 23.61, 23.63, 23.65, 23.66, 23.67, 23.69, 23.71, 23.73, 23.75, 23.77, 23.141, 23.143, 23.145, 23.147, 23.149, 23.151, 23.153, 23.155, 23.157, 23.161, 23.171, 23.173, 23.175, 23.177, 23.181, 23.201, 23.203, 23.207, 23.221, 23.231, 23.233, 23.235, 23.237, 23.239, 23.251, 23.253, 23.629, 23.777, 23.863, 23.867, 23.1301, 23.1309, 23.1322, 23.1351, 23.1357, 23.1359, 23.1365, 23.1367, 23.1501, 23.1505, 23.1507, 23.1511, 23.1513, 23.1519, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1559, 23.1563, 23.1581, 23.1583, 23.1585, 23.1587, 23.1589

FAR 23 Amdt 7: §§ 23.611, 23.615, 23.619, 23.625

FAR 23 Amdt 45: § 23.613, 23.621

FAR 23 Amdt 48: § 23.607

对于型号设计更改 **No.MOD P68/86**: “安装 S-TEC55X 自动驾驶仪”, 除了 P.68C 审定基础以外, 下述适航要求的修订案适用:

1994 年 3 月 11 日生效的 JAR23:

§§ 23.29, 23.143, 23.253, 23.601, 23.603, 23.605, 23.607, 23.609, 23.685, 23.689, 23.1529, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 18:

§§ 23.1301, 23.1309, 23.1321, 23.1329, 23.1357, 23.1365, 23.1367, 23.1381, 23.1431

FAR 23 Amdt 49: § 23.1359

For Type Design Change No. MOD P68/86 “S-TEC 55X Autopilot Installation”, in addition to P.68C Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§§ 23.29, 23.143, 23.253, 23.601, 23.603, 23.605, 23.607, 23.609, 23.685, 23.689, 23.1529, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 18:

§§ 23.1301, 23.1309, 23.1321, 23.1329, 23.1357, 23.1365, 23.1367, 23.1381, 23.1431

FAR 23 Amdt 49: § 23.1359

对于型号设计更改 **No.MOD P68/97**“P.68C 和 P.68C-TC 最大零燃油重量提高”和对于型号设计更改 **No.MOD P68/124** “Estensione MOD.P68/97”,除了 P.68C 审定基础以外, 下述适航要求的修订案适用:

1994年3月11日生效的JAR23: §§ 23.1501, 23.1529, 23.1581, 23.1583, 23.1589

FAR 23 Amdt 7: § 23.572

For Type Design Change No. MOD P68/97 “P.68C & P.68C-TC Maximum Zero Fuel Weight Increase” and for Type Design Change No. MOD P68/124 “Estensione MOD. P68/97”, in addition to P.68C Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994: §§ 23.1501, 23.1529, 23.1581, 23.1583, 23.1589

FAR 23 Amdt 7: § 23.572

对于型号设计更改**No. MOD P68/123** “SAGEM 航电集成驾驶舱安装 (IFR)”, 除了P.68C 审定基础以外, 下述适航要求的修订案和等效安全水平适用:

1994年3月11日生效的JAR 23:

§§ 23.1, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.771, 23.773, 23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1327, 23.1331, 23.1337, 23.1351, 23.1357, 23.1359, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1549, 23.1559, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 17: § 23.1303

专用条件:

JAR 23 Amdt 1 par. 23.1309(e) 根据 JAA INT/POL/23/1 [参考2008年3月21日发布的EASA CRI F-01 第3版“HIRF 保护”]

等效安全水平:

1994年3月11日生效的JAR 23 effective 11 March 1994 para. 23.1545(b)(1), 23.1545(b)(5), 23.1545(b)(6) [参考2008年3月25日发布的 EASA CRI G-01 第8版“Sagem 航电显示空速标记”]

For Type Design Change No. MOD P68/123 “SAGEM Avionics Integrated cockpit installation (IFR)”, in addition to P.68C Certification Basis, the following amendments of airworthiness requirements and Equivalent Level Of Safety are applicable:

JAR 23 effective 11 March 1994:

§§ 23.1, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.771, 23.773, 23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1327, 23.1331, 23.1337, 23.1351, 23.1357, 23.1359, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1549, 23.1559, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 17: § 23.1303

Special Condition:

JAR 23 Amdt 1 par. 23.1309(e) according to JAA INT/POL/23/1 [ref. EASA CRI F-01 issue 3 dated 21/03/2008 “HIRF protection”]

Equivalent Level Of Safety:

JAR 23 effective 11 March 1994 para. 23.1545(b)(1), 23.1545(b)(5), 23.1545(b)(6) [ref. EASA CRI G-01 issue 8 dated 25/03/2008 “Sagem Avionics Display Airspeed Markings”]

对于型号设计更改 **No. MOD P68/126** “Garmin GNS 430W/530W (WAAS)系统安装”, 除了 P.68C 审定基础以外, 下述适航要求的修订案适用:

2001年2月1日生效的JAR 23 Amdt 1 :

§§ 23.1, 23.601, 23.603, 23.605, 23.611, 23.1301, 23.1309, 23.1311, 23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583, 23.1585, 23.1589

For Type Design Change No. MOD P68/126 “Garmin GNS 430W/530W (WAAS) system installation”, in addition to P.68C Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001

§§ 23.1, 23.601, 23.603, 23.605, 23.611, 23.1301, 23.1309, 23.1311, 23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583, 23.1585, 23.1589

对于型号设计更改**No. MOD P68/157** “P.68C 飞机SAGEM 玻璃驾驶舱(IFR)内, 用Axitude AX1-200替换 Cross Bow 500GA”, 除了P.68C审定基础以外, 下述适航要求的修订案适用:

1994年3月11日生效的JAR 23:

§§ 23.1, 23.23, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.1301, 23.1309, 23.1351, 23.1357, 23.1359, 23.1365, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1581, 23.1583, 23.1585, 23.1589.

FAR 23 Amdt 57 (依据选定的符合基础): § 23.1308

For Type Design Change No. MOD P68/157 “Replacing Cross Bow 500GA with AXITUDE AX1-200 in SAGEM glass cockpit (IFR)”, in addition to P.68C Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§§ 23.1, 23.23, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.1301, 23.1309, 23.1351, 23.1357, 23.1359, 23.1365, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1581, 23.1583, 23.1585, 23.1589.

FAR 23 Amdt 57 (on elect to comply basis): § 23.1308

对于型号设计更改 **No. MOD P68/223** “固定式氧气系统组件安装”, 除了 P.68C 审定基础以外, 下述适航要求的修订案适用:

2001年2月1日生效的JAR 23 Amdt1:

§§ 23.601, 23.603, 23.605, 23.625, 23.1357, 23.1367, 23.1501, 23.1529, 23.1541, 23.1581, 23.1583, 23.1585

FAR 23 Amdt 9: § 23.1449

FAR 23 Amdt 17: § 23.1309

FAR 23 Amdt 36: § 23.561

FAR 23 Amdt 43: §§ 23.1441, 23.1443, 23.1445

FAR 23 Amdt 49: §§ 23.1447, 23.1451, 23.1453

For Type Design Change No. MOD P68/223 “Fixed oxygen system kit installation”, in addition to P.68C Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001:

§§ 23.601, 23.603, 23.605, 23.625, 23.1357, 23.1367, 23.1501, 23.1529,
23.1541, 23.1581, 23.1583, 23.1585

FAR 23 Amdt 9: § 23.1449

FAR 23 Amdt 17: § 23.1309

FAR 23 Amdt 36: § 23.561

FAR 23 Amdt 43: §§ 23.1441, 23.1443, 23.1445

FAR 23 Amdt 49: §§ 23.1447, 23.1451, 23.1453

对于型号设计更改**No. MOD P68/240** “Garmin G950 航电安装”，除了 P.68C 审定基础以外，下述适航修订案适用：

2001年2月1日生效的JAR 23 Amdt 1:

§§ 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.623, 23.625, 23.627, 23.771, 23.773,
23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1331, 23.1337, 23.1351, 23.1353, 23.1357,
23.1359, 23.1361, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545,
23.1547, 23.1549, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 18: §§ 23.1303, 23.1325

专用条件:

2011年8月3日发布的EASA CRI F-01 第3版 “HIRF 保护 – 集成航电系统” [JAA INT/POL/23/1 第1版]

专用条件:

2011年8月3日发布的EASA CRI B-01 第3版 “集成航电系统中的人为因素” [SC/P68 SERIE/04]

For Type Design Change No. MOD P68/240 “Garmin G950 avionics installation”, in addition to P.68C Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001:

§§ 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.623, 23.625, 23.627, 23.771, 23.773,
23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1331, 23.1337, 23.1351, 23.1353, 23.1357,
23.1359, 23.1361, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545,

23.1547, 23.1549, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 18: §§ 23.1303, 23.1325

Special Condition:

EASA CRI F-01 issue 3 dated 03/08/2011 “HIRF Protection – Integrated Avionics Systems” [JAA INT/POL/23/1 issue 1]

Special Condition:

EASA CRI B-01 issue 3 dated 03/08/2011 “Human Factors in Integrated Avionics Systems” [SC/P68 SERIE/04]

对于型号设计更改 **No. MOD P68/247** “Sagem 航电集成驾驶舱安装的软件更改”，除了 P.68C 审定基础以外，下述适航要求的修订案适用：

1994年3月11日生效的JAR 23:

§§ 23.1301, 23.1309, 23.1311, 23.1545, 23.1581, 23.1583

等效安全水平:

1994年3月11日生效的JAR 23 r. 23.1545(b)(1), 23.1545(b)(5),

23.1545(b)(6) [参考2010年9月29日发布的EASA CRI G-01第5版“Sagem航电显示空速标记”]

For Type Design Change No. MOD P68/247 “Software change to Sagem Avionics integrated cockpit installation”,

in addition to P.68C Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§§ 23.1301, 23.1309, 23.1311, 23.1545, 23.1581, 23.1583

Equivalent Level Of Safety:

JAR 23 effective 11 March 1994 par. 23.1545(b)(1), 23.1545(b)(5), 23.1545(b)(6) [ref. EASA CRI G-01 issue 5 dated 29/09/2010 “Sagem Avionics Display Airspeed Markings”]

注释3.2: 对于第一次审查，由适航设计标准（见审定基础）要求的基本设备应安装在飞机上。此外，还需要下列设备：

- Safe Flight Instrument Corp. 失速前探测器 164型,或等效仪表
- 飞机飞行手册 (见3.IV)

NOTE 3.2: Basic equipment required by the applicable airworthiness design standard (see certification basis) shall be installed in the aircraft for the first certification. In addition, the following equipment are required:

- Safe Flight Instrument Corp. pre-stall detector Type 164, or equivalent
- Aircraft Flight Manual (see § D.IV)

注释3.3: 在确定空重和相关重心位置时，必须包括下面所标出的不可用燃油和发动机未排除的润滑油：

直到 s/n 410

不可用燃油: 对于机翼主油箱，在0770m (+30,3 in) 处12,9 kg (28,44 lb)

对于机翼副油箱，在0,770 m (+30,3 in)处5,7 Kg (12,57 lb)
(建注释3.4和3.5a)

未排出的润滑油：在0.100m(+4 in)处0,454 kg (1 lb)

从s/n 412以后

不可用燃油 (见注释3.5b): 对于标准航程构型，在+0,770m (+30,3in)处12,9 kg (28,44 lb)

对于长航程构型，在+0,770m (+30,3in)处18,7 kg(41,23 lb)

未排出的润滑油： 在0.100 m (+4 in)处0,454 kg (1 lb)

NOTE 3.3: For the determination of the empty weight and associated centre of gravity position, unusable fuel and engine undrainable lubricant must be included as noted below:

Up to s/n 410

Unusable Fuel: 12,9 kg (28,44 lb) at +0,770 m (+30,3 in) for the main wing tanks
and 5,7 Kg (12,57 lb) at +0,770 m (+30,3 in) for the auxiliary wing tank
(see Notes 3.4 and 3.5a)

Undrainable Lubricant: 0.454 kg (1 lb) at +0.100 m (+4 in)

From s/n 412 onwards

Unusable Fuel (see Note 3.5b): 12.9 kg (28,44 lb) at +0,770m (+30,3in) for Standard

Range Configuration

18,7 kg (41,23 lb) at +0,770m (+30,3in) for Long Range Configuration

Undrainable Lubricant: 0,454 kg (1 lb) at +0,100 m (+4 in)

注释3.4: 对于装有备用整体油箱的 P.68C s/n 209 飞机。全部油量为580 Lt (153 U.S.Gal)，分布如下：

- 2 个机翼主油箱：在+0,770 m (+30,3 in)处， 205 Lt (54 U.S.Gal) /油箱

不可用: 9 Lt (2,5 U.S.Gal) 油箱

- 2 个机翼副油箱：在+0,770 m (+30,3 in)处， 85 Lt (22,5 U.S.Gal)/油箱

不可用: 4 Lt (1 U.S.Gal) /油箱

NOTE 3.4: For P.68C s/n 209 aircraft equipped with auxiliary integral fuel tanks, the total fuel capacity is 580 Lt (153 U.S.Gal) distributed as follows:

- 2 Main Wing Tanks: 205 Lt (54 U.S.Gal) per tank at +0,770 m (+30,3 in)

Unusable: 9 Lt (2,5 U.S.Gal) per tank

- 2 Auxiliary Wing Tanks: 85 Lt (22,5 U.S.Gal) per tank at +0,770 m (+30,3 in)

Unusable: 4 Lt (1 U.S.Gal) per tank

注释3.5a: 实施了Partenavia 服务通告No.78的P.68C飞机可以装有两个副油箱，且油箱带有输送泵(Kit P/N 68-050)。对于这些飞机，全部油量为696 Lt (184 U.S.Gal)，分布如下：

- 2个机翼主油箱：在+0,770 m (+30,3 in)处， 269 Lt (71 U.S.Gal) /油箱

不可用: 4 Lt (1 U.S.Gal) /油箱

- 2个机翼副油箱：在+0,770 m (+30,3 in)处， 79 Lt (21 U.S.Gal) /油箱

不可用: 4 Lt (1 U.S.Gal) /油箱

对于实施了 SB No.78 的飞机, 《飞机飞行手册》必须包括补充资料 L/1.

NOTE 3.5a: P.68C Aircraft embodying the Partenavia Service Bulletin No.78 can be equipped with two auxiliary fuel tanks with transfer pumps (Kit P/N 68-050). For these aircraft the total wing fuel capacity is 696 Lt (184 U.S.Gal) distributed as follows:

- 2 Main Wing Tanks: 269 Lt (71 U.S.Gal) per tank at +0,770 m (+30,3 in)

Unusable: 4 Lt (1 U.S.Gal) per tank

- 2 Auxiliary Wing Tanks: 79 Lt (21 U.S.Gal) per tank at +0,770 m (+30,3 in)

Unusable: 4 Lt (1 U.S.Gal) per tank

For Aircraft embodying the SB No.78, the Aircraft Flight Manual must include the Supplement L/1.

注释3.5b: 对于从s/n 412以后的P.68C 飞机(实施了 MOD P68/17), 下列机翼油箱构型被批准:

-标准航程

总燃油量: 在+0,770 m (+30.3 in)处, 538 Lt (142 U.S.Gal)

总不可用油量: 18 Lt (4,7 U.S.Gal)

- 长航程

总燃油量: 在+0,770 m (+30.3 in)处, 696 Lt (184 U.S.Gal)

总不可用油量: 26 Lt (6,9 U.S.Gal)

NOTE 3.5b: For P.68C aircraft from s/n 412 onwards (embodying MOD P68/17) the following wing fuel tank configurations are approved:

- STANDARD RANGE

Total fuel capacity: 538 Lt (142 U.S.Gal) at +0,770 m (+30.3 in)

Total unusable fuel: 18 Lt (4,7 U.S.Gal)

- LONG RANGE

Total fuel capacity: 696 Lt (184 U.S.Gal) at +0,770 m (+30.3 in)

Total unusable fuel: 26 Lt (6,9 U.S.Gal)

注释3.6: P.68C 飞机可以装有带有输送泵(Kit P/N 68-034)的翼下副油箱, 但应遵守下列限制:

- 空速:

不许超越速度 VNE: 175 KCAS

其它空速没有变化

- 燃油量:

总燃油量为 738 Lt (195 U.S.Gal) , 分布如下:

2个机翼主油箱: 在+0,770 m (+30,3 in)处, 269 Lt (71 U.S.Gal) /油箱

不可用: 9 Lt (2,5 U.S. gal)/油箱

2 个翼下油箱: 在+0,440 m (+17,3 in)处, 100Lt (26 U.S.Gal)/油箱

不可用: 0 Lt per tank

NOTE 3.6: P.68C aircraft can be equipped with under-wing auxiliary fuel tanks with transfer pumps (Kit P/N 68-034) with the following additional limitations:

- Air Speeds:

Never exceed speed VNE: 175 KCAS

Other air speeds are unchanged

- Fuel Capacity:

Total fuel capacity is 738 Lt (195 U.S.Gal) distributed as follows:

2 Main Wing Tanks: 269 Lt (71 U.S.Gal) per tank

at +0,770 m (+30,3 in)

Unusable: 9 Lt (2,5 U.S. gal) per tank

2 Under-Wing Tanks: 100 Lt (26 U.S.Gal) per tank

at +0,440 m (+17,3 in)

Unusable: 0 Lt per tank

注释3.7:配有 Kit P/N 68/051(根据Partenavia 服务通告No.79) 的P.68C飞机, 在下述运行限制下, 最大起飞重量和最大着陆重量分别为 2084 kg (4594 lb) 和 1980 kg (4365lb)被批准:

- 空速:

不许超越速度 VNE: 194 KCAS

最大结构巡航速度 VNO: 154 KCAS

最小设计激动速度 VA: 132 KCAS

襟翼展态速度 VFE:

15° 襟翼 152 KCAS

35° 襟翼 103 KCAS

最小操纵速度(单发) VMC: 60 KCAS

- 最大重量:

滑行和停驻: 2100 kg (4630 lb)

起飞: 2084 kg (4594 lb)

着陆: 1980 kg (4365 lb)

零燃油 (见注释3.14): 1890 kg (4167 lb)

- 重心范围:

后部限制: 对任何重量, 基准面后+0,481 m (+18,92 in) (31% MAC)

前部限制: 重量2100 kg (4630 lb)时, 基准面后+0,325 m (+12,80 in) (21% MAC)

重量小等于2084 kg (4594 lb)时, 基准面后+0,320 m (+12,60 in) (20,6% MAC)

重量小等于1680 kg (3704 lb) 时, 基准面后+0,230 m (+9,06 in) (14,84% MAC)

对于中间重量, 重心位置值呈线性变化

对于实施了服务通告No.79的飞机, 《飞机飞行手册》必须包括被批准的补充材料N。

NOTE 3.7: P.68C aircraft equipped with the Kit P/N 68/051 (as per Partenavia Service Bulletin No.79), is approved for a Maximum Take-Off Weight and a Maximum Landing Weight respectively of 2084 kg (4594 lb) and 1980 kg (4365 lb), with the following Operating Limitations:

- Air Speeds:

Never exceed speed VNE: 194 KCAS
 Maximum structural cruising speed VNO: 154 KCAS
 Design Manoeuvring Speed VA: 132 KCAS
 Flaps Extended Speed VFE:
 15° Flaps 152 KCAS
 35° Flaps 103 KCAS
 Minimum Control Speed (Single Engine) VMC: 60 KCAS

- Maximum Masses:

Taxi and Ramp: 2100 kg (4630 lb)
 Take Off: 2084 kg (4594 lb)

Landing: 1980 kg (4365 lb)
 Zero Fuel (see Note 3.14): 1890 kg (4167 lb)

- Centre of Gravity Range:

Rearward Limits: +0,481 m (+18,92 in) aft of datum (31% MAC) for any weight
 Forward Limits: +0,325 m (+12,80 in) aft of datum (21% MAC) at 2100 kg (4630 lb);
 +0,320 m (+12,60 in) aft of datum (20,6% MAC) at 2084 kg (4594 lb) or less
 +0,230 m (+9,06 in) aft of datum (14,84% MAC) at 1680 kg (3704 lb) or less
 with linear variation between given points.

For aircraft embodying the Service Bulletin No.79, the Aircraft Flight Manual must include the approved Supplement N.

注释 3.8: 下列标牌应被安装在驾驶员视野内: “本机必须按正常类飞机运行, 应遵守标牌、标记和手册中声明的运行限制。”

此外, 所有《飞机飞行手册》中要求的标牌都应安装在正确位置处。

NOTE 3.8: The following placard shall be installed in full view of pilot:

“THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS”

Moreover all placards required in the Aircraft Flight Manual shall be installed in the proper location.

注释 3.9: 从 s/n 330 以后的 P.68C 飞机出厂时可以根据 Partenavia DWG 2.2503 在机身右侧配有一个机组舱门。在此情况下, 《飞机飞行手册》必须包括补充资料 I (ENAC 于 1984 年 4 月 17 日批准的 No.199.649/T)

NOTE 3.9: P.68C aircraft from s/n 330 onwards can be equipped since new with a crew door on the fuselage right side as per Partenavia DWG 2.2503. In this case, the Aircraft Flight Manual must include the Supplement I (ENAC approval No.199.649/T dated 17 April 1984).

注释 3.10: 从 s/n 443 以后的 P.68 飞机出厂时可以配有调节器“MT-Propeller” (根据更改 No. MOD P68/111) : P-881-30 (左), P-881-31 (右).

NOTE 3.10: P.68C aircraft from s/n 443 onwards may be equipped since new with governors “MT-Propeller” (as per

Change No. MOD P68/111): P-881-30 (left), P-881-31 (right).

注释 3.11: 从 s/n 412 以后的 P.68C 飞机出厂时可以配有一套 “Vision Microsystems VM1000, EC100, 大气温度计、时钟和油位系统”电子动力装置仪表系统, 来代替标准动力装置仪表 (根据型号设计更改 No. MOD P68/18)。

NOTE 3.11: P.68C aircraft from s/n 412 onwards may be equipped since new with a “Vision Microsystems VM1000, EC100, Air Temperature, Chronometer and Fuel Level System” electronic powerplant instrumentation system, in lieu of the standard powerplant instrumentation (as per Type Design Changes No. MOD P68/18).

注释 3.12:从 s/n 443 以后的 P.68C 飞机出厂时可以配备被批准用于 IFR 运行的 SAGEM 航电集成显示系统, 该系统代替标准仪表盘布局 (根据型号设计更改 No. MOD P68/123 和 MOD P68/157)。

NOTE 3.12: P.68C aircraft from s/n 443 onwards may be equipped since new with a SAGEM Avionics Integrated Display System approved for IFR operations,in lieu of the standard instrument panel layout (as per Type Design Changes No.MOD P68/123 and MOD P68/157).

注释 3.13:从 s/n 443 以后的 P.68C 飞机出厂时可以配备一套 S-Tec 55X 自动驾驶仪 (根据型号设计更改 No. MOD P68/86)。

NOTE 3.13: P.68C aircraft from s/n 443 onwards may be equipped since new with a S-Tec 55X Autopilot (as per Type Design Change No. MOD P68/86).

注释 3.14: 从 s/n 402 以后的 P.68C 飞机, 最大零燃油重量(MZFW) 1967 kg 被批准 (根据型号设计更改 No. MOD P68/97 和 No. MOD P68/124)。

NOTE 3.14: P.68C aircraft from s/n 402 onwards are approved for a Maximum Zero Fuel Weight (MZFW) of 1967 kg (as per Type Design Changes No. MOD P68/97 and No. MOD P68/124).

注释 3.15: 从 s/n 402 以后的 P.68C 飞机出厂时或实施了 Vulcanair 服务通告 No. 193 可以配有固定式氧气系统组件 (根据型号设计更改 No. MOD P68/223)。

NOTE 3.15: P.68C aircraft from s/n 402 onwards may be equipped since new or applying Vulcanair Service Bulletin No. 193 with a fixed oxygen system kit (as per Type Design Change No. MOD P68/223).

注释 3.16:从 s/n 469 以后的 P.68C 飞机, 可以配置 Garmin G950 集成驾驶舱系统 (根据型号设计更改 No. MOD P68/240)。

NOTE 3.16: P.68C aircraft from s/n 469 onwards may be equipped with Garmin G950 Integrated Flight Deck System (as per Type Design Change No. MOD P68/240).

第 4 部分 P.68 Observer 2

SECTION 4 P.68 Observer 2

I.概述/General

1. 衍生型或型号/Variant or Model	P.68 “Observer2”
适航类别/Airworthiness Category	正常类航空器/Normal Category Aeroplanes
型号合格证持有人/TypeCertificate Holder	VULCANAIR S.p.A. Via Giovanni Pascoli,7 80026-Casoria(Napoli) Italy.
制造商/Manufacture	VULCANAIRS S.p.A. Via Giovanni Pascoli,7 80026-Casoria(Napoli) Italy.
2. 申请审查日期/Certification Application Date	1988.05.03/3 May 1988
3. 当局型号审查日期/National AuthorityType Certificate Date	1989.11.30 (RAI TC No.A151; 1998 年 11 月 25 日重新发布 ENACTC No.A365) 30 November 1989(RAI TC No.A151;reissued as ENAC TC No.A 365 dated 25 November 1998)

II.审定基础/Certification Basis

1. 确定可使用的要求的参考日期	1988.05.03
Reference Date for determining the applicable requirements	3 May 1988
2. 适航要求 (见注释 4.1)	FAR23 部 (1965 年 2 月 1 日生效), 包括第 23-1 至第 23-6 修正案, 和
Airworthiness Requirements(see Note4.1)	<u>FAR23 修正案 14</u> : § 23.507, 23.509 <u>FAR23 修正案 17</u> : § 23.1322 <u>FAR23 修正案 20</u> : § 23.1401 <u>FAR23 修正案 31</u> : § 23.629 FAR 23 effective 1 February 1965 including Amdt 1 through 6, plus: <u>FAR23 Amdt 14</u> : § 23.507, 23.509

	<u>FAR23 Amdt 17</u> : § 23.1322
	<u>FAR23 Amdt 20</u> : § 23.1401
	<u>FAR23 Amdt 31</u> : § 23.629
3.EASA 专用条件/Special Conditions	无/None
4.EASA 豁免/Exemptions	无/None
5.EASA 偏离/Deviations	无/None
6.EASA 等效安全/Equivalent Safety Findings	无/None
7.所选的符合性要求	无/None
8. EASA 环境标准 Environmental Standards	噪声: ICAO 附件 16, 第 1 卷, 第 10 章 燃油和发动机排放: 不适用 Noise:ICAO Annex16, Volume I ,Chapter 10 Fuel venting & engine emission:N/A

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

1.型号设计定义 Type Design Definition	文件 SPEC VA/129/PRD “型号设计构型数据 P.68 Observer 2” doc. SPEC VA/129/PRD” Type Design Configuration Data P.68 Observer 2”
2.描述 Description	双发（活塞），高单翼，固定前三点式起落架 Twin engine(piston), high wing monoplane with fixed tricycle landing gear
3.设备 Equipment	参见《飞机飞行手册》中“设备清单”： 直到 s/n410 的飞机见 doc. p/n NOR 10.707-8，或从 s/n411 到 s/n512（不含 s/n495）的飞机见文件 doc. p/n NOR 10.707-8B，或从 s/n514 以后（含 s/n495）的飞机见文件 doc.p/n AFM10.701-2。 (见注释 4.2) Refer to Equipment List of “Aircraft Flight Manual” doc. p/n NOR10.707-8 (up to s/n 410), or doc. p/n NOR10.707-8B (from s/n 411 to s/n 512, except s/n 495), or doc. p/n AFM10.701-2 (from s/n 514 onwards, plus s/n 495) (see Note 4.2)
4.尺寸	s/n 直到 410 的飞机：

Dimensions	长： 9.54m(31.30ft)
	高： 3.40m(11.15ft)
	宽（翼展）： 12.00m(39.37ft)
	从 s/n 411 以后的飞机：
	长： 9.15m(30.02ft)
	高： 3.40m(11.15ft)
	宽（翼展）： 12.00m(39.37ft)
	Up to s/n 410:
	Length: 9.54m(31.3ft)
	Height: 3.40m(11.15ft)
	Width(Wing Span): 12.00m(39.37ft)
	From s/n 411:
	Length: 9.15m(30.02ft)
	Height: 3.40m(11.15ft)
	Width(Wing Span): 12.00m(39.37ft)
5.发动机/Engine	
5.1 型号	2 台 Lycoming IO-360-A1B6
Model	2 Lycoming IO-360-A1B6
5.2 型号合格证	FAA 型号合格证 No.1E10
Type Certificate	FAA Type Certificate No.1E10
	中国民航认可证： VTC045E
	CAAC Validation Type Certificate: VTC045E
5.3 限制	在 2700rpm 时 200HP，
Limitations	其它发动机限制见《飞机飞行手册》“运动限制”部分
	200 HP at 2700rpm
	Other engine's limitations are listed in the “Aircraft Flight Manual”, Operating Limitations Section
6.载荷因子	见《飞机飞行手册》
Load factors	See Aircraft Flight Manual
7. 螺旋桨/Propeller	
7.1 型号	2 个 Hartzell HC-C2YK-2C () F/FC7666A-4
	调速器： 2 个 Woodward model ()210655， 或可选
	2 个 Woodward model ()210844
Model	（见注释 4.6a 和 4.6b）
	桨毂盖： 2 个 Hartzell model 836-29
	2Hartzell HC-C2YK-2C () F/FC7666A-4

	Governors: 2Woodward model ()210655, or alternatively 2Woodward model ()210844 (see Note 4.6a and 4.6b) Spinners:2 Hartzell model 836-29 FAA 型号合格证 No.P-920 FAA Type Certificate No. P-920 中国民航认可证: VTC0165P CAAC Validation Type Certificate: VTC0165P
7.2 型号合格证 Type Certificate	
7.3 桨叶数/Number of blades	2
7.4 直径 Diameter	1.829m(72in) -不允许减小 1.829m(72in) -No reduction permitted
7.5 转向 Sense of Rotation	顺时针 Clockwise
7.6 螺旋桨限制 Propeller limits	在站位 0.762m(30in)处, 桨距设置为 最大+81.2° ±0.3° 最小+14.2° ±0.2° Pitch setting at station 0,762m(30in): Max+81.2° ±0.3° Min+14.2° ±0.2°
8.液体/Fluids	
8.1 燃油 fuel	100 或 100LL 级航空汽油, 根据 Textron Lycoming 公司 服务指南 1070 最新版规定。 Aviation Gasoline, grade 100 or 100LL, in accordance with latest issue of Textron Lycoming Service Instruction 1070
8.2 滑油 Oil	单粘度或多粘度滑油, 根据 Textron Lucoming 公司服务 指南 1014 最新版规定。 Single or multi-viscosity oils, in accordance with latest issue of Textron Lycoming Service Instruction 1014
8.3 冷却剂/Coolant	空气/air
9. 液体容量 (见注释 4.3) Fluid capacities(see Note 4.3)	
9.1 燃油 (见注释 4.4) Fuel (see Notes 4.4)	总共: 在+0.77m (+30.31in) 处, 538 升 (142U.S.Gal) [269 升 (71U.S.Gal) /机翼油箱] 不可用: 9 升 (2.5U.S.Gal) /机翼油箱 Total: 538 Lt (142 U.S.Gal) [269 Lt (71 U.S.Gal) per wing tank] at +0,770 m (+30,3 in)

	Unusable: 9 Lt (2,5 U.S.Gal) per wing tank
9.2 润滑油	总共: 在+0.100m (+4in) 处, 15 升 (16U.S.qt) [7.5 升 (8U.S.qt) /发动机]
Oil	不可用: 1.8 升 (1.9U.S.qt) Total: 15 Lt (16 U.S.qt) [7,5 Lt (8 U.S.qt) per engine] at +0,100 m (+4 in) Unusable: 1,8 Lt (1,9 U.S.qt)
9.3 冷却系统容量/Coolant system capacity	不适用/ N/A
10.空速	194KCAS
不可超越速度 V_{NE} :	
最大结构巡航速度 V_{NO} :	154KCAS
最小设计机动速度 V_A :	132KCAS
襟翼展态速度 V_{FE} :	
襟翼 15°	152KCAS
襟翼 35°	103KCAS
最小操纵速度 (单发) V_{MC} :	58KCAS
Air Speeds:	
Never exceed speed V_{NE} :	194 KCAS
Max structural cruising speed V_{NO} :	154 KCAS
Design Manoeuvring Speed V_A :	132 KCAS
Flap Extended Speed V_{FE} :	
Flaps 15°:	152 KCAS
Flaps 35°:	103 KCAS
Minimum Control Speed (Single Engine) V_{MC} :	58 KCAS
11.最大运行高度/Maximum Operating Altitude	不适用/N/A
12.全天候运行能力 (见注释 4.18)	日/夜—VFR、IFR, 取决于所安装的设备 禁止在结冰条件下飞行 Day/Night-VFR, IFR, depending on installed equipment.
All weather Operations Capability: (see Note 4.18)	Flight in icing conditions is prohibited
13.最大重量	
滑行和停驻	2100 公斤 (4630 磅)
起飞	2084 公斤 (4594 磅)
着陆	1980 公斤 (4365 磅)

最大零燃油重量	1890 公斤（4167 磅）(见注释 4.13)
Maximum Weights:	
Taxi and Ramp:	2100kg(4630 lb)
Take-Off:	2084 kg (4594 lb)
Landing:	1980 kg (4365 lb)
Maximum Zero Fuel Weight:	1890kg(4167 lb) (see Note 4.13)
14.重心范围/ Centre of Gravity Range	任一重量下，基准面后+0.481m（+18.92in）(31%MAC)
后部限制	重量 2100kg（4630 lb）时，基准面后
前部限制	+0.351m(+13.81in)(22.65%MAC)
	重量 2084kg（4594 lb）时，基准面后
	+0.348m(+13.71in)(22.45%MAC)
	重量小等于 1600kg（3527 lb）时，基准面后+0.260m
	（+10.25in）（16.8%MAC）
	对于中间重量，重心位置值呈线性变化
	+0,481 m (+18,92 in) aft of datum (31% MAC)
Rearward Limits:	for any weight
	+0,351 m (+13.81 in) aft of datum (22,65% MAC) at 2100
Forward Limits:	kg (4630 lb)
	+0,348 m (+13,71 in) aft of datum (22,45% MAC) at 2084
	kg (4594 lb)
	+0,260 m (+10,25 in) aft of datum (16,8% MAC)at 1600
	kg (3527 lb) or less
	with linear variation for intermediate weights
15.基准面	与机翼前缘相切
Datum	Tangent to the wing leading edge
16.控制面偏转	向下：35° ± 2°
襟翼	向上：30° ± 2° 向下：17° ± 2°
副翼	向上：6° ± 2° 向下：16° ± 2°
平尾（前缘）	向下：1° ± 1°（最小）
平尾调整片（后缘）	15° ± 1°（最大）
（相对于平尾弦）	向右：25° ± 2° 向左：25° ± 2°
方向舵	向右：30° ± 2° 向左：30° ± 2°
方向舵调整片	
Control surface deflections:	Down: 35° ± 2°

Wing Flaps	Up: $30^{\circ} \pm 2^{\circ}$ Down: $17^{\circ} \pm 2^{\circ}$
Ailerons	Up: $6^{\circ} \pm 2^{\circ}$ Down: $16^{\circ} \pm 2^{\circ}$
Stabilator (leading edge)	Down: $1^{\circ} \pm 1^{\circ}$ (min)
Stabilator tab (trailing edge)	$15^{\circ} \pm 1^{\circ}$ (max)
(with respect to stabilator chord)	Right: $25^{\circ} \pm 2^{\circ}$ Left: $25^{\circ} \pm 2^{\circ}$
Rudder:	
	Right: $30^{\circ} \pm 2^{\circ}$ Left: $30^{\circ} \pm 2^{\circ}$
Rudder tab:	
17.水平基准	与座椅轨道交叉
横向	在 8 号和 9 号框之间，机身左侧两个螺栓处。
纵向	Across seat tracks
Levelling Means:	Two screws on the fuselage left side, between
Lateral:	frames No.8 and 9
Longitudinal:	
	1 个（驾驶员）
18.最小飞行机组	1(Pilot)
Minimum Flight Crew	
	共 6 个，分布如下：
19.最多座位数（见注释 4.12）	-0.950m（-37.4in）处 2 个，
	-0.146m（-5.75in）处 2 个
	+0.867m（+34.2in）处 2 个
	Total 6, distributed as follows:
Maximum Seating Capacity:	2 at -0,950 m (-37,4 in),
(see Note 4.12)	2 at -0,146 m (-5,75 in),
	2 at +0,867 m (+34,2 in)
20.行李舱/货舱	
最大允许载荷	181kg（400lb）
位置	+1.542m(+60.7in)
Baggage/Cargo Compartments:	
Max Allowable Load:	181 kg (400 lb)
Location:	+1,542 m (+60,7 in)
	见《飞机飞行手册》
21.机轮和轮胎	See Aircraft Flight Manual
Wheel and Tyres	
22.保留/Reserved	

IV.操作及维护说明/Operating and Service Instructions

1.飞行手册（见注释 4.5）

Flight Manual(see Note 4.5)

直到 s/n 410: 见文件 doc. p/n NOR10.707-8

从s/n 411到s/n 512的飞机（除了s/n 495）: 见文件doc.p/n NOR10.707-8B

s/n 514以后的飞机（包括s/n 495）: 见文件doc.p/n AFM10.701-2

最新可应用版本见文件doc. p/n NOR 10.763-1 “P.68衍生型飞机技术文件目录”

Aircraft up to s/n 410: doc. p/n NOR10.707-8

Aircraft from s/n 411 to s/n 512, except s/n 495: doc. p/n NOR10.707-8B

Aircraft from s/n 514, plus s/n 495: doc. p/n AFM10.701-2

Refer to doc. p/n NOR 10.763-1 “P.68 Variants Index of Technical Publications” for latest applicable revision

2.技术手册

Technical Manual

—飞机维修手册

到 s/n 451 的飞机: 见文件 doc. p/n NOR10.709-10 和所有可用的补充材料

s/n 465以后的飞机: 见文件doc. p/n AMM10.702-2

最新可应用版本见文件 doc. p/n NOR 10.763-1 “P.68衍生型飞机技术文件目录”

—服务通告、指南和信函

见文件 doc. p/n NOR10.777-1 “P.68 衍生型飞机，服务通告、服务信函和服务指南目录”

-Airplane Maintenance Manual:

Aircraft up to s/n 451: doc. p/n NOR10.709-10 and all applicable Supplements

Aircraft from s/n 465: doc. p/n AMM10.702-2

Refer to doc. p/n NOR 10.763-1 “P.68 Variants Index of Technical Publications” for latest applicable revision

— Service Bulletins, Instructions and Letters

Refer to doc. p/n NOR10.777-1 “P.68 Variants, Index of Service Bulletins, Service Letters and Service Instructions”

3.图解零件目录

Spare Parts Catalogue(IPC)

到 s/n 451 的飞机: 见文件 doc. p/n NOR10.711-11A

s/n 465 以后的飞机: 见文件 doc. p/n IPC10.703-2

最新可应用版本见文件 doc. p/n NOR 10.763-1 “P.68衍生型飞机技术文件目录”

4. 电器件和主要件

Instruments and aggregates

Aircraft up to s/n 451: doc. p/n NOR10.711-11A

Aircraft from s/n 465: doc. p/n IPC10.703-2

Refer to doc. p/n NOR 10.763-1 “P.68 Variants Index of Technical Publications” for latest applicable revision

见可用的 AFM 和 AMM

Refer to applicable AFM and AMM

V. 注释/Notes

注释 4.1: 型号设计更改的审定基础

NOTE 4.1: CERTIFICATION BASIS OF TYPE DESIGN CHANGES

对于型号设计更改 **No.MOD P68/14**“安装设备 COM/NAV/GS/GPS GARMIN GNS430, P/N 010-00139-01”, 除了 P.68 Observer 2 审定基础以外, 下述适航要求的修订案适用:

1994 年 3 月 11 日生效的 JAR23:

§§23.1, 23.601, 23.603, 23.605, 23.611, 23.1301, 23.1309, 23.1311, 23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583, 23.1585

For Type Design Change **No.MOD P68/14**“Installation of the equipment COM/NAV/GS/GPS GARMIN GNS430, P/N 010-00139-01”, in addition to P.68 Observer 2 Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR23 effective 11 March 1994

§§23.1, 23.601, 23.603, 23.605, 23.611, 23.1301, 23.1309, 23.1311, 23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583, 23.1585

对于型号设计更改 **No.MOD P68/17**“连接机翼油箱”, 除了 P.68 Observer 2 审定基础以外, 下述适航要求的修订案适用:

1994 年 3 月 11 日生效的 JAR23:

§§23.1, 23.601, 23.603, 23.605, 23.609, 23.611, 23.951, 23.953, 23.954, 23.957, 23.959, 23.963, 23.965, 23.967, 23.969, 23.971, 23.975, 23.993, 23.1501, 23.1581, 23.1585

For Type Design Change No.MOD P68/17 “Interconnected Wing Fuel Tanks”, in addition to P.68 Observer 2 Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994

§§23.1, 23.601, 23.603, 23.605, 23.609, 23.611, 23.951, 23.953, 23.954, 23.957, 23.959, 23.963, 23.965, 23.967, 23.969, 23.971, 23.975, 23.993, 23.1501, 23.1581, 23.1585

对于型号设计更改 **No.MOD P68/18**“安装 Vision Microsystems VM1000、EC100、大气温度计、时钟和油位系统”, 除了 P.68 Observer 2 审定基础以外, 下述适航要求的修订案适用:

1994 年 3 月 11 日生效的 JAR23:

§§23.1, 23.251, 23.301, 23.303, 23.305, 23.307, 23.561, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611,

23.613, 23.625, 23.955, 23.963, 23.965, 23.993, 23.1163, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1337, 23.1351, 23.1357, 23.1365, 23.1431, 23.1541, 23.1543, 23.1549, 23.1553, 23.1581, 23.1583, 23.1585“

FAR 23 Amdt 43(依据选定的符合基础): §23.1357

FAR 23 Amdt 45(依据选定的符合基础): §23.1549

FAR 23 Amdt 48(依据选定的符合基础): §23.611

FAR 23 Amdt 51(依据选定的符合基础): §23.1305

专用条件: SC P68/F01“安装 VM1000 (MOD P68/018)”,参考 1998 年 11 月 18 日发布的 doc.WG-318“协调 FAA NPRM 和 JAA NPA”; AC/AMJ20.1317

For Type Design Change **No.MOD P68/18**“Vision Microsystems VM1000, EC100,Air Temperature, chronometer and Fuel Level System Installation”, in addition to P.68 Observer 2 Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994

§§23.1, 23.251, 23.301, 23.303, 23.305, 23.307, 23.561, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.625, 23.955, 23.963, 23.965, 23.993, 23.1163, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1337, 23.1351, 23.1357, 23.1365, 23.1431, 23.1541, 23.1543, 23.1549, 23.1553, 23.1581, 23.1583, 23.1585“

FAR 23 Amdt 43(on elect to comply basis): §23.1357

FAR 23 Amdt 45(on elect to comply basis): §23.1549

FAR 23 Amdt 48(on elect to comply basis): §23.611

FAR 23 Amdt 51(on elect to comply basis): §23.1305

Special Condition: SC P68/F01“Installation VM 1000(MOD P68/018)”,ref. doc.WG-318“Harmonised FAA NPRM and JAA NPA” dated 18/11/1998; AC/AMJ 20.1317

对于型号设计更改 **No.MOD P68/31**“对配平安定面驱动系统进行更改”,除了 P.68 Observer 2 审定基础以外,下述适航要求的修订案适用:

1994 年 3 月 11 日生效的 JAR23:

§§23.405, 23.601, 23.603,23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.671, 23.677, 23.683, 23.685, 23.689

FAR 23 Amdt 48(依据选定的符合基础): §§23.607, 23.611

For Type Design Change **No. MOD P68/31** “Change to the Trim Stabilizer Actuating System”, in addition to P.68 Observer 2 Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994

§§ 23.405, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.671, 23.677, 23.683, 23.685, 23.689

FAR 23 Amdt 48 (on elect to comply basis): §§ 23.607, 23.611

对于型号设计更改 **No.MOD P68/52**“安装播云系统（航空系统 E-16 碘化银种子生成器）”，除了 P.68 Observer 2 审定基础以外，下述适航要求的修订案适用：

2001 年 2 月 1 日生效的 JAR 23 Amdt 1:

§§ 23.21, 23.23, 23.25, 23.29, 23.31, 23.33, 23.45, 23.49, 23.51, 23.53, 23.55, 23.57, 23.59, 23.61, 23.63, 23.65, 23.66, 23.67, 23.69, 23.71, 23.73, 23.75, 23.77, 23.141, 23.143, 23.145, 23.147, 23.149, 23.151, 23.153, 23.155, 23.157, 23.161, 23.171, 23.173, 23.175, 23.177, 23.181, 23.201, 23.203, 23.207, 23.221, 23.231, 23.233, 23.235, 23.237, 23.239, 23.251, 23.253, 23.629, 23.777, 23.863, 23.867, 23.1301, 23.1309, 23.1322, 23.1351, 23.1357, 23.1359, 23.1365, 23.1367, 23.1501, 23.1505, 23.1507, 23.1511, 23.1513, 23.1519, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1559, 23.1563, 23.1581, 23.1583, 23.1585, 23.1587, 23.1589

FAR 23 Amdt 7: §§ 23.611, 23.615, 23.619, 23.625

FAR 23 Amdt 45: § 23.613, 23.621

FAR 23 Amdt 48: § 23.607

For Type Design Change **No. MOD P68/52** “Cloud Seeding System Installation (Aero Systems E-16 Silver Iodide Seeding Generators)”, in addition to P.68 Observer 2 Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001

§§ 23.21, 23.23, 23.25, 23.29, 23.31, 23.33, 23.45, 23.49, 23.51, 23.53, 23.55, 23.57, 23.59, 23.61, 23.63, 23.65, 23.66, 23.67, 23.69, 23.71, 23.73, 23.75, 23.77, 23.141, 23.143, 23.145, 23.147, 23.149, 23.151, 23.153, 23.155, 23.157, 23.161, 23.171, 23.173, 23.175, 23.177, 23.181, 23.201, 23.203, 23.207, 23.221, 23.231, 23.233, 23.235, 23.237, 23.239, 23.251, 23.253, 23.629, 23.777, 23.863, 23.867, 23.1301, 23.1309, 23.1322, 23.1351, 23.1357, 23.1359, 23.1365, 23.1367, 23.1501, 23.1505, 23.1507, 23.1511, 23.1513, 23.1519, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1559, 23.1563, 23.1581, 23.1583, 23.1585, 23.1587, 23.1589

FAR 23 Amdt 7: §§ 23.611, 23.615, 23.619, 23.625

FAR 23 Amdt 45: § 23.613, 23.621

FAR 23 Amdt 48: § 23.607

对于型号设计更改 **No.MOD P68/86**：“安装 S-TEC55X 自动驾驶仪”，除了 P.68 Observer 2 审定基础以外，下述适航要求的修订案适用：

1994 年 3 月 11 日生效的 JAR23:

§§ 23.29, 23.143, 23.253, 23.601, 23.603, 23.605, 23.607, 23.609, 23.685, 23.689, 23.1529, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 18:

§§ 23.1301, 23.1309, 23.1321, 23.1329, 23.1357, 23.1365, 23.1367, 23.1381, 23.1431

FAR 23 Amdt 49: § 23.1359

For Type Design Change **No. MOD P68/86** “S-TEC 55X Autopilot Installation”, in addition to P.68 Observer 2

Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§§ 23.29, 23.143, 23.253, 23.601, 23.603, 23.605, 23.607, 23.609, 23.685, 23.689, 23.1529, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 18:

§§ 23.1301, 23.1309, 23.1321, 23.1329, 23.1357, 23.1365, 23.1367, 23.1381, 23.1431

FAR 23 Amdt 49: § 23.1359

对于型号设计更改**No. MOD P68/123** “SAGEM 航电集成驾驶舱安装 (IFR)”, 除了P.68 Observer 2 审定基础以外, 下述适航要求的修订案和等效安全水平适用:

1994年3月11日生效的JAR 23:

§§ 23.1, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.771, 23.773, 23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1327, 23.1331, 23.1337, 23.1351, 23.1357, 23.1359, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1549, 23.1559, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 17: § 23.1303

专用条件:

JAR 23 Amdt 1 par. 23.1309(e) 根据 JAA INT/POL/23/1 [参考2008年3月21日发布的EASA CRI F-01 第3版“HIRF 保护”]

等效安全水平:

1994年3月11日生效的JAR 23 effective 11 March 1994 para. 23.1545(b)(1), 23.1545(b)(5), 23.1545(b)(6) [参考2008年3月25日发布的 EASA CRI G-01 第8版“Sagem 航电显示空速标记”]

For Type Design Change No. **MOD P68/123** “SAGEM Avionics Integrated cockpit installation (IFR)”, in addition to P.68 Observer 2 Certification Basis, the following amendments of airworthiness requirements and Equivalent Level Of Safety are applicable:

JAR 23 effective 11 March 1994:

§§ 23.1, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.771, 23.773, 23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1327, 23.1331, 23.1337, 23.1351, 23.1357, 23.1359, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1549, 23.1559, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 17: § 23.1303

Special Condition:

JAR 23 Amdt 1 par. 23.1309(e) according to JAA INT/POL/23/1 [ref. EASA CRI F-01 issue 3 dated 21/03/2008 “HIRF protection”]

Equivalent Level Of Safety:

JAR 23 effective 11 March 1994 para. 23.1545(b)(1), 23.1545(b)(5), 23.1545(b)(6) [ref. EASA CRI G-01 issue 8 dated

25/03/2008 “Sagem Avionics Display Airspeed Markings”]

对于型号设计更改 No. **MOD P68/126** “Garmin GNS 430W/530W (WAAS)系统安装”, 除了 P.68 Observer 2 审定基础以外, 下述适航要求的修订案适用:

2001年2月1日生效的JAR 23 Amdt 1 :

§§ 23.1, 23.601, 23.603, 23.605, 23.611, 23.1301, 23.1309, 23.1311, 23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583, 23.1585, 23.1589

For Type Design Change No. **MOD P68/126** “Garmin GNS 430W/530W (WAAS) system installation”, in addition to P.68 Observer 2 Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001

§§ 23.1, 23.601, 23.603, 23.605, 23.611, 23.1301, 23.1309, 23.1311, 23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583, 23.1585, 23.1589

对于型号设计更改No. **MOD P68/157** “P.68C 飞机SAGEM 玻璃驾驶舱(IFR)内, 用Axitude AX1-200替换 Cross Bow 500GA”, 除了P.68 Observer 2审定基础以外, 下述适航要求的修订案适用:

1994年3月11日生效的JAR 23:

§§ 23.1, 23.23, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.1301, 23.1309, 23.1351, 23.1357, 23.1359, 23.1365, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1581, 23.1583, 23.1585, 23.1589.

FAR 23 Amdt 57 (依据选定的符合基础): § 23.1308

For Type Design Change No. **MOD P68/157** “Replacing Cross Bow 500GA with AXITUDE AX1-200 in SAGEM glass cockpit (IFR)”, in addition to P.68 Observer 2 Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§§ 23.1, 23.23, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.1301, 23.1309, 23.1351, 23.1357, 23.1359, 23.1365, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1581, 23.1583, 23.1585, 23.1589.

FAR 23 Amdt 57 (on elect to comply basis): § 23.1308

对于型号设计更改 No. **MOD P68/223** “固定式氧气系统组件安装”, 除了 P.68TC Observer 审定基础以外, 下述适航要求的修订案适用:

2001年2月1日生效的JAR 23 Amdt1:

§§ 23.601, 23.603, 23.605, 23.625, 23.1357, 23.1367, 23.1501, 23.1529, 23.1541, 23.1581, 23.1583, 23.1585

FAR 23 Amdt 9: § 23.1449

FAR 23 Amdt 17: § 23.1309

FAR 23 Amdt 36: § 23.561

FAR 23 Amdt 43: §§ 23.1441, 23.1443, 23.1445

FAR 23 Amdt 49: §§ 23.1447, 23.1451, 23.1453

For Type Design Change No. **MOD P68/223** “Fixed oxygen system kit installation”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001:

§§ 23.601, 23.603, 23.605, 23.625, 23.1357, 23.1367, 23.1501, 23.1529,
23.1541, 23.1581, 23.1583, 23.1585

FAR 23 Amdt 9: § 23.1449

FAR 23 Amdt 17: § 23.1309

FAR 23 Amdt 36: § 23.561

FAR 23 Amdt 43: §§ 23.1441, 23.1443, 23.1445

FAR 23 Amdt 49: §§ 23.1447, 23.1451, 23.1453

对于型号设计更改No. **MOD P68/240** “Garmin G950 航电安装”, 除了 P.68 Observer 2 审定基础以外, 下述适航要求的修订案适用:

2001年2月1日生效的JAR 23 Amdt 1:

§§ 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.623, 23.625, 23.627, 23.771, 23.773,
23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1331, 23.1337, 23.1351, 23.1353, 23.1357,
23.1359, 23.1361, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545,
23.1547, 23.1549, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 18: §§ 23.1303, 23.1325

专用条件:

2011年8月3日发布的EASA CRI F-01 第3版 “HIRF 保护 – 集成航电系统” [JAA INT/POL/23/1 第1版]

专用条件:

2011年8月3日发布的EASA CRI B-01 第3版 “集成航电系统中的人为因素” [SC/P68 SERIE/04]

For Type Design Change No. **MOD P68/240** “Garmin G950 avionics installation”, in addition to P.68 Observer 2 Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001:

§§ 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.623, 23.625, 23.627, 23.771, 23.773,
23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1331, 23.1337, 23.1351, 23.1353, 23.1357,
23.1359, 23.1361, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545,
23.1547, 23.1549, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 18: §§ 23.1303, 23.1325

Special Condition:

EASA CRI F-01 issue 3 dated 03/08/2011 “HIRF Protection – Integrated Avionics Systems” [JAA INT/POL/23/1 issue 1]

Special Condition:

EASA CRI B-01 issue 3 dated 03/08/2011 “Human Factors in Integrated Avionics Systems” [SC/P68 SERIE/04]

对于型号设计更改 **No. MOD P68/288** “将MOD.P68/97扩展到型号P.68 Observer 2和P68TC Observer上”,除了P.68TC Observer 相关审定基础以外, 下述适航要求的修订案适用:

1994年3月11日生效的JAR 23:

§§23.1501, 23.1524, 23.1529, 23.1581, 23.1583, 23.1589

FAR 23 Amdt 7: § 23.572

For Type Design Change **No. MOD P68/288** “Extension of MOD.P68/97 applicability to P.68 Observer 2 and P68TC Observer variants”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994: §§ 23.1501, 23.1524, 23.1529, 23.1581, 23.1583, 23.1589

FAR 23 Amdt 7: § 23.572

对于型号设计更改**No. MOD P68/311** “PFD 和MFD SW更新。无ADS-B时, 按装GSR56, GRA5500和GTX33”, 除了P.68TC Observer审定基础以外, 下述适航要求的修订案适用:

2001年2月1日生效的JAR 23 Amdt 1:

§§ 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.773, 23.867, 23.963, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1337, 23.1351, 23.1353, 23.1357, 23.1359, 23.1365, 23.1367, 23.1431, 23.1501, 23.1529, 23.1541, 23.1543, 23.1545, 23.1549, 23.1553, 23.1581, 23.1583, 23.1585, 23.1589

CS-ACNS初版: B分部第1节; D分部第4节

专用条件:

2011年8月3日发布的EASA CRI F-01 第3版 “HIRF 保护 – 集成航电系统” [JAA INT/POL/23/1 第1版]

专用条件:

2011年8月3日发布的EASA CRI B-01 第3版 “集成航电系统中的人为因素” [SC/P68 SERIE/04]

For Type Design Change **No. MOD P68/311** “PFD and MFD SW update. Installation of GSR56, GRA5500 and GTX33 with ADS-B Out”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.773, 23.867, 23.963, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1337, 23.1351, 23.1353, 23.1357, 23.1359,

23.1365, 23.1367, 23.1431, 23.1501, 23.1529, 23.1541, 23.1543, 23.1545, 23.1549, 23.1553, 23.1581, 23.1583, 23.1585,
23.1589

CS-ACNS Initial Issue: Subpart B Section 1; Subpart D Section 4

Special Condition:

EASA CRI F-01 issue 3 dated 03/08/2011 “HIRF Protection – Integrated Avionics Systems” [JAA INT/POL/23/1 issue 1]

Special Condition:

EASA CRI B-01 issue 3 dated 03/08/2011 “Human Factors in Integrated Avionics Systems” [SC/P68 SERIE/04]

对于型号设计更改**No. MOD P68/320** “GWX 70R 气象雷达安装”，除了 P.68TC Observer审定基础以外，下述适航要求的修订案适用：

CS 23 Amdt 4: §§ 23.1306, 23.1308, 23.1309

2001年2月1日生效的JAR 23 Amdt 1:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.625, 23.627, 23.867, 23.1301, 23.1351, 23.1353, 23.1357, 23.1359, 23.1365, 23.1367, 23.1431, 23.1501, 23.1529, 23.1581, 23.1585, 23.1589

FAR 23 Amdt 20: § 23.1401

FAR 23 Amdt 31: §§ 23.629

For Type Design Change **No. MOD P68/320** “GWX 70R Weather Radar installation”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

CS 23 Amdt 4: §§ 23.1306, 23.1308, 23.1309

JAR 23 Amdt 1 effective 01 February 2001:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.625, 23.627, 23.867, 23.1301, 23.1351, 23.1353, 23.1357, 23.1359, 23.1365, 23.1367, 23.1431, 23.1501, 23.1529, 23.1581, 23.1585, 23.1589

FAR 23 Amdt 20: § 23.1401

FAR 23 Amdt 31: § 23.629

对于型号设计更改**No. MOD P68/321** “将更改MOD P68/302的适用性扩展到P.68 Observer系列”，除了 P.68TC Observer审定基础以外，下述适航要求的修订案适用：

CS 23 Amdt 4: §§ 23.1306, 23.1308, 23.1309

2001年2月1日生效的JAR 23 Amdt 1:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.771, 23.773, 23.1301, 23.1311, 23.1321, 23.1322, 23.1331, 23.1351, 23.1353, 23.1357, 23.1359, 23.1365, 23.1381, 23.1431, 23.1501, 23.1529, 23.1541, 23.1543, 23.1545, 23.1581, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

CS-ACNS初版: E分部第1节

专用条件:

2011年8月3日发布的EASA CRI B-01 第3版 “集成航电系统中的人为因素” [SC/P68 SERIE/04]

For Type Design Change **No. MOD P68/321** “Extension of MOD.P68/302 applicability to P.68 Observer variants”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

CS 23 Amdt 4: §§ 23.1306, 23.1308, 23.1309

JAR 23 Amdt 1 effective 01 February 2001:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.771, 23.773, 23.1301, 23.1311, 23.1321, 23.1322, 23.1331, 23.1351, 23.1353, 23.1357, 23.1359, 23.1365, 23.1381, 23.1431, 23.1501, 23.1529, 23.1541, 23.1543, 23.1545, 23.1581, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

CS-ACNS Initial Issue: Subpart E Section 1

Special Condition:

EASA CRI B-01 issue 3 dated 03/08/2011 “Human Factors in Integrated Avionics Systems” [SC/P68 SERIE/04]

对于型号设计更改**No. MOD P68/328** “佳明G1000 Nxi和GFC700自动驾驶仪安装”，除了P.68R审定基础以外，下述适航要求的修订案适用：

CS 23 Amdt 4: §§ 23.1306, 23.1308, 23.1309

2001年2月1日生效的JAR 23 Amdt 1:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.771, 23.773, 23.777, 23.963, 23.1301, 23.1305, 23.1311, 23.1321, 23.1322, 23.1327, 23.1331, 23.1337, 23.1351, 23.1353, 23.1357, 23.1359, 23.1361, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1547, 23.1549, 23.1581, 23.1583, 23.1585, 23.1589

1994年3月11日生效的JAR 23 Amdt 0:

§ § 23.685, 23.689

FAR 23 Amdt 17: § 23.1303

CS-ACNS初版: B分部第1节, D分部第2节, D分部第3节, E分部第1节

JAA TGL-10: §§ 6.1, 6.2, 6.3, 7.1, 7.2, 8.1, 8.1.1, 8.1.2, 8.2, 8.3, 8.4, 8.5, 9

AMC 20-27A: §§ 6.1, 6.2.1, 6.2.2, 6.3.1, 6.4, 6.5, 7.1, 7.2, 7.3, 7.4, 8.2, 8.4, 8.4.1, 8.4.2, 8.4.3, 9

AMC 20-28: §§ 6.1, 6.2.1, 6.2.2, 6.2.3, 6.3, 6.3.1, 6.3.2, 6.3.3, 6.4, 6.5, 7.1, 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 9

AMC 20-15: §§ 4, 5, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 7, 8, 9

专用条件:

2011年8月3日发布的EASA CRI B-01 第3版 “集成航电系统中的人为因素” [SC/P68 SERIE/04]

For Type Design Change **No. MOD P68/328** “Garmin G1000 Nxi and GFC700 autopilot installation”, in addition to P.68R Certification Basis, the following amendments of airworthiness requirements are applicable:

CS 23 Amdt 4: §§ 23.1306, 23.1308, 23.1309

JAR 23 Amdt 1 effective 01 February 2001:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.771,

23.773, 23.777, 23.963, 23.1301, 23.1305, 23.1311, 23.1321, 23.1322, 23.1327, 23.1331, 23.1337, 23.1351, 23.1353,

23.1357, 23.1359, 23.1361, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543,
23.1545, 23.1547, 23.1549, 23.1581, 23.1583, 23.1585, 23.1589

JAR 23 Amdt 0 effective 11 March 1994:

§ § 23.685, 23.689

FAR 23 Amdt 17: § 23.1303

CS-ACNS Initial Issue: Subpart B Section 1; Subpart D Section 2; Subpart D Section 3; Subpart E Section 1

JAA TGL-10: §§ 6.1, 6.2, 6.3, 7.1, 7.2, 8.1, 8.1.1, 8.1.2, 8.2, 8.3, 8.4, 8.5, 9

AMC 20-27A: §§ 6.1, 6.2.1, 6.2.2, 6.3.1, 6.4, 6.5, 7.1, 7.2, 7.3, 7.4, 8.2, 8.4, 8.4.1, 8.4.2, 8.4.3, 9

AMC 20-28: §§ 6.1, 6.2.1, 6.2.2, 6.2.3, 6.3, 6.3.1, 6.3.2, 6.3.3, 6.4, 6.5, 7.1, 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 9

AMC 20-15: §§ 4, 5, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 7, 8, 9

Special Condition:

EASA CRI B-01 issue 3 dated 03/08/2011 “Human Factors in Integrated Avionics Systems” [SC/P68 SERIE/04]

注释4.2: 对于第一次审查, 由适航设计标准 (见审定基础) 要求的基本设备应安装在飞机上。此外, 还需要下列设备:

- Safe Flight Instrument Corp. 失速前探测器 164型, 或等效仪表
- 飞机飞行手册 (见4.IV)

NOTE 4.2: Basic equipment required by the applicable airworthiness design standard (see certification basis) shall be installed in the aircraft for the first certification. In addition, the following equipment are required:

- Safe Flight Instrument Corp. pre-stall detector Type 164, or equivalent
- Aircraft Flight Manual (see § 4.IV)

注释4.3: 在确定空重和相关重心位置时, 必须包括下面所标出的不可用燃油和发动机未排除的润滑油:

直到 s/n 410

不可用燃油: 对于机翼主油箱, 在0.770m (+30,3 in) 处12.9 kg (28,44 lb)

对于机翼副油箱, 在0.770m (+30,3 in)处5.7 Kg (12,57 lb)

(见注释4.4a)

未排出的润滑油: 在0.100m(+4 in)处0.454 kg (1 lb)

从s/n 411以后

不可用燃油 (见注释4.4b): 对于标准航程构型, 在+0.770m (+30,3in)处12.9 kg (28,44 lb)

对于长航程构型, 在+0.770m (+30,3in)处18.7 kg(41,23 lb)

未排出的润滑油: 在0.100 m (+4 in)处0.454 kg (1 lb)

NOTE 4.3: For the determination of the empty weight and associated centre of gravity position, unusable fuel and engine undrainable lubricant must be included as noted below:

Up to s/n 410

Unusable Fuel: 12,9 kg (28,44 lb) at +0,770 m (+30,3 in) for the main wing tanks
and 5,7 Kg (12,57 lb) at +0,770 m (+30,3 in) for the auxiliary wing tank
(see Notes 4.4a)

Undrainable Lubricant: 0.454 kg (1 lb) at +0.100 m (+4 in)

From s/n 411 onwards

Unusable Fuel (see Note 3.5b): 12.9 kg (28,44 lb) at +0,770m (+30,3in) for Standard
Range Configuration
18,7 kg (41,23 lb) at +0,770m (+30,3in) for Long
Range Configuration

Undrainable Lubricant: 0,454 kg (1 lb) at +0,100 m (+4 in)

注释4.4: 燃油量

4.4a):直到 s/n 410的P.68 Observer 2飞机可以装有带有输送泵 (Kit P/N68-050) 的副油箱。在这种构型下的飞机,全部由两为696Lt(184U.S.Gal),分布如下:

- 2 个机翼主油箱: 在+0.770 m (+30,3 in)处, 296Lt (71 U.S.Gal) /油箱
不可用: 4 Lt (1 U.S.Gal) 油箱
- 2 个机翼副油箱: 在+0.770 m (+30,3 in)处, 79 Lt (21U.S.Gal)/油箱
不可用: 4 Lt (1 U.S.Gal) /油箱

4.4a): P.68 Observer 2 aircraft up to s/n 410 can be equipped with auxiliary fuel tanks with transfer pimps (Kit P/N68-050. For aircraft in this configuration, the total fuel capacity is 696 Lt (184 U.S.Gal) distributed as follows:

- 2 Main Wing Tanks: 296 Lt (71 U.S.Gal) per tank at +0,770 m (+30,3 in)
Unusable: 4 Lt (1U.S.Gal) per tank
- 2 Auxiliary Wing Tanks: 79 Lt (21 U.S.Gal) per tank at +0,770 m (+30,3 in)
Unusable: 4 Lt (1 U.S.Gal) per tank

注释4.4b): 对于从s/n 411以后的P.68 Observer 2 飞机(实施了 MOD P68/17), 两个机翼油箱构型被批准:
-标准航程

总燃油量: 在+0.770 m (+30.3 in)处, 538 Lt (142 U.S.Gal)

总不可用油量: 18 Lt (4,7 U.S.Gal)

- 长航程

总燃油量: 在+0.770 m (+30.3 in)处, 696 Lt (184 U.S.Gal)

总不可用油量: 26 Lt (6,9 U.S.Gal)

NOTE 4.4b): For P.68 Observer 2 aircraft from s/n 411 onwards (embodying MOD P68/17), two wing fuel tank

configurations are approved:

- STANDARD RANGE

Total fuel capacity: 538 Lt (142 U.S.Gal) at +0,770 m (+30.3 in)

Total unusable fuel: 18 Lt (4,7 U.S.Gal)

- LONG RANGE

Total fuel capacity: 696 Lt (184 U.S.Gal) at +0,770 m (+30.3 in)

Total unusable fuel: 26 Lt (6,9 U.S.Gal)

注释 4.5: 下列标牌应被安装在驾驶员视野内: “本机必须按正常类飞机运行, 应遵守标牌、标记和手册中声明的运行限制。”

此外, 所有《飞机飞行手册》中要求的标牌都应安装在正确位置处。

NOTE 4.5: The following placard shall be installed in full view of pilot:

“THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS”

Moreover all placards required in the Aircraft Flight Manual shall be installed in the proper location.

注释 4.6a): 从 s/n 446 以后的 P.68 Observer 2 飞机,包括 s/n 423, 出厂时可以配有调节器“MT-Propeller” (根据更改 No. MOD P68/111): P-881-30 (左), P-881-31 (右).

NOTE 4.6a): P.68 Observer 2 aircraft from s/n 446 onwards, including s/n 423, may be equipped since new with governors “MT-Propeller” (as per Change No. MOD P68/111): P-881-30 (left), P-881-31 (right).

注释 4.6b): 从 s/n 499 以后的 P.68 Observer 2 飞机, 出厂时可以配有调节器“Hartzell” (根据型号设计更改 No. MOD P68/245): S-2-2K (左), S-2-3K (右).

NOTE 4.6b): P.68 Observer 2 aircraft from s/n 499 onwards may be equipped since new with governors Hartzell model S-2-2K (left) and S-2-3K (right) (as per Type Design Change No. MOD P68/245).

注释 4.7: 从 s/n 411 以后的 P.68 Observer 2 飞机出厂时可以配有一套 “Vision Microsystems VM1000, EC100, 大气温度计、时钟和油位系统”电子动力装置仪表系统, 来代替标准动力装置仪表 (根据型号设计更改 No. MOD P68/18)。

NOTE 4.7: P.68 Observer 2 aircraft from s/n 411 onwards may be equipped since new with a “Vision Microsystems VM1000, EC100, Air Temperature, Chronometer and Fuel Level System” electronic powerplant instrumentation system, in lieu of the standard powerplant instrumentation (as per Type Design Changes No. MOD P68/18).

注释 4.8:从 s/n 446 以后的 P.68 Observer 2, 包括 s/n 423,出厂时可以配备被批准用于 IFR 运行的 SAGEM 航电

集成显示系统，该系统代替标准仪表盘布局（根据型号设计更改 No. MOD P68/123 和 MOD P68/157）。

NOTE 4.8: P.68 Observer 2 aircraft from s/n 446 onwards, including s/n 423, may be equipped since new with a SAGEM Avionics Integrated Display System approved for IFR operations, in lieu of the standard instrument panel layout (as per Type Design Changes No. MOD P68/123 and MOD P68/157).

注释 4.9:从 s/n 446 以后的 P.68 Observer 2 飞机,包括 s/n 423, 出厂时可以配备一套 S-Tec 55X 自动驾驶仪（根据型号设计更改 No. MOD P68/86）。

NOTE 4.9: P.68 Observer 2 aircraft from s/n 446 onwards ,including s/n 423,may be equipped since new with a S-Tec 55X Autopilot (as per Type Design Change No. MOD P68/86).

注释 4.10: 从 s/n 401 以后的 P.68 Observer 2 飞机可以配有固定式氧气系统组件（根据型号设计更改 No. MOD P68/223）。

NOTE 4.10: P.68 Observer 2 aircraft from s/n 401 onwards may be equipped with a fixed oxygen system kit (as per Type Design Change No. MOD P68/223).

注释 4.11:从 s/n 465 到 s/n512 但不含 s/n495 的 P.68 Observer 2 飞机，配置了 Garmin G950 集成驾驶舱系统（根据型号设计更改 No. MOD P68/240）。

NOTE 4.11: P.68 Observer 2 aircraft from s/n 465 to s/n 512, except s/n 495, are equipped with Garmin G950 Integrated Flight Deck System (as per Type Design Change No. MOD P68/240).

注释 4.12:对于实施了型号设计更改 MOD P68/288（从 s/n 401 以后）或 SB155 的 P.68 Observer 2 飞机，座位数为 7，座位分布如下：

在-0.950 m (-37,4 in)处 2 座，在-0.146 m (-5,75 in)处 2 座，在+0.867 m (+34,2 in)处 3 座

NOTE 4.12: For P.68 Observer 2 aircraft (from s/n 401 onwards) embodying the Type Design Change MOD P68/288 or applying SB 155, the number of seats is 7, distributed as follows:

2 at -0,950 m (-37,4 in), 2 at -0,146 m (-5,75 in), 3 at +0,867 m (+34,2 in)

注释 4.13:从 s/n 401 以后的 P.68 Observer 2 飞机，批准的最大零燃油重量（MZFW）为 1967kg(依据型号设计更改 MOD P68/288)。

NOTE 4.13: P.68 Observer 2 aircraft from s/n 401 onwards are approved for a Maximum Zero Fuel Weight (MZFW) of 1967 kg (as per Type Design Change No. MOD P68/288).

注释 4.14:从 s/n 465 以后的 P.68 Observer 2 飞机可以装备 MidContinent MD302 数字三重备用仪表(依据型号设计更改 MOD P68/321)。

NOTE 4.14: P.68 Observer 2 aircraft from s/n 465 onwards may be equipped with MidContinent MD302 digital triple stand-by instrument (as per Type Design Change No. MOD P68/321).

注释 4.15:从 s/n 488 以后的 P.68 Observer 2 飞机可以安装 Garmin GSR56 卫星收发器和/或 Garmin GRA5500 雷达高度计(依据型号设计更改 MOD P68/311)。

NOTE 4.15: P.68 Observer 2 aircraft from s/n 488 onwards may be equipped with Garmin GSR56 Satellite Transceiver and/or Garmin GRA5500 Radar Altimeter (as per Type Design Change No. MOD P68/311).

注释 4.16:从 s/n 495 以后的 P.68 Observer 2 飞机可以在翼尖安装 Garmin GWX70R 气象雷达(依据型号设计更改 MOD P68/320)。

NOTE 4.16: P.68 Observer 2 aircraft from s/n 495 onwards may be equipped with Garmin GWX70R Weather Radar installed in the wing tip (as per Type Design Change No. MOD P68/320).

注释 4.17:从 s/n 514 以后且包含 s/n 495 的 P.68 Observer 2 飞机在出厂时就配备了 Garmin G1000 NXi 集成驾驶舱系统和 GFC700 自动驾驶仪(依据型号设计更改 MOD P68/328)。

NOTE 4.17: P.68 Observer 2 aircraft from s/n 514 onwards, plus s/n 495, are equipped since new with Garmin G1000 NXi Integrated Flight Deck System and GFC700 Autopilot (as per Type Design Change No. MOD P68/328).

注释 4.18:安装有 Garmin G1000 NXi 航电系统的 P.68 Observer 2 飞机被批准用于如下的 PBN 运行:

- P-RNAV (RNAV 1, RNP 1): 在指定的欧洲空域进行精确的 RNAV 运行, 包括离港、到港和进近, 直至最后进近固定点

- RNP APCH LNAV: 无垂直制导的 GPS 非精确进近

- RNP APCH LNAV/VNAV: 有垂直制导的 APV BARO (基于 SBAS)

- RNP APCH LPV: 有垂直制导的 APV SBAS 定位性能

NOTE 4.18: P.68 Observer 2 aircraft installing Garmin G1000 NXi avionics system are approved for the following PBN Operations:

- P-RNAV (RNAV 1, RNP 1): Precision RNAV Operations in designated European Airspace including departures, arrivals, and approaches up to the point of the Final Approach Fix

- RNP APCH LNAV: GPS Non-Precision Approach without vertical guidance

- RNP APCH LNAV/VNAV: APV BARO with vertical guidance (based on SBAS)

- RNP APCH LPV: APV SBAS Localizer Performance with vertical guidance

注释 4.19: 从 s/n 514 以后且包含 s/n 495 的 P.68 Observer 2 飞机可以安装 Garmin GTS8000 ACAS II 系统(依据型号设计更改 MOD P68/328)。

NOTE 4.19: P.68 Observer 2 aircraft from s/n 514 onwards, plus s/n 495, may be equipped with Garmin GTS8000 ACAS II system (as per Type Design Change No.MOD P68/328).

第 5 部分 P.68C-TC

SECTION 5 P.68C-TC

除了涡轮增压发动机不同，P.68C-TC 与 P.68C 一样。

P.68C-TC is the same as P.68C variant except for turbocharged engines.

I.概述/General

1. 衍生型或型别/Variant or Model	P.68C-TC
适航类别/Airworthiness Category	正常类航空器/Normal Category aircraft
型号合格证持有人/TypeCertificate Holder	VULCANAIR S.p.A. Via Giovanni Pascoli,7 80026-Casoria(Napoli) Italy.
制造商/Manufacture	VULCANAIRS S.p.A. Via Giovanni Pascoli,7 80026-Casoria(Napoli) Italy.
2. 申请审查日期/Certification Application Date	1979.01.02/2 January 1979
3. 当局型号审查日期 /National AuthorityType Certificate Date	1980.04.29 (RAI TC No.A151; 1998 年 11 月 25 日重新发布 ENACTC No.A365) 29 April 1980(RAI TC No.A151;reissued as ENAC TC No.A 365 dated 25 November 1998)

II.审定基础/Certification Basis

1. 确定可使用的要求的参考日期	1979.01.02
Reference Date for determining the applicable requirements	2 January 1979
2. 适航要求 (见注释 5.1)	FAR23 部 (1965 年 2 月 1 日生效), 包括第 23-1 至第 23-6 修正案针对 A、B、C 和 D 分部, 第 23-1 至第 23-18 修正案针对 E、F 和 G 分部, 第 23-7 修订案针对 23.909, 23.1043, 23.1047, 23.1143, 23.1305, 23.1527, 23.1583
Airworthiness Requirements(see Note5.1)	FAR 23 effective 1 February 1965 including Amdt 1 through 6 for Sections A,B,C and D, PLUS Amdt 1 through 18 for Sections E,Fand G, plus Amdt 7 for § § 23.909, 23.1043, 23.1047, 23.1143, 23.1305, 23.1527, 23.1583

3.EASA 专用条件/Special Conditions	无/None
4.EASA 豁免/Exemptions	无/None
5.EASA 偏离/Deviations	无/None
6.EASA 等效安全/Equivalent Safety Findings	无/None
7.所选的符合性要求 Requirements elected to comply	无/None
8. EASA 环境标准 Environmental Standards	噪声: ICAO 附件 16, 第 1 卷, 第 10 章 燃油和发动机排放: 不适用 Noise:ICAO Annex16, Volume I ,Chapter 10 Fuel venting & engine emission:N/A

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

Limitations

1.型号设计定义 Type Design Definition	文件 SPEC VA/139/PRD “型号设计构型数据 P.68C-TC” doc. SPEC VA/139/PRD” Type Design Configuration Date P.68C-TC”
2.描述 Description	双发（涡轮增压，活塞），高单翼，固定式前三点起落架 Twin engine(turbocharged,piston), high wing monoplane with fixed tricycle landing gear
3.设备 Equipment	参见《飞机飞行手册》中“设备清单”：对于装备 TO-360-C1A6D 发动机的飞机，见 p/n NOR 10.707-20; 对于装备 TIO-360-C1A6D 发动机的飞机，见 p/n NOR 10.707-2(见注释 5.2) Refer to Equipment List of “Aircraft Flight Manual”doc. p/n NOR 10.707-20 (for aircraft powered by TO-360-C1A6D engine) and p/n NOR 10.707-2 (for aircraft powered by TIO-360-C1A6D engine) (see Note 5.2)
4.尺寸 Dimensions	长: 9.55m(31.33ft) 高: 3.40m(11.15ft) 宽（翼展）: 12.00m(39.37ft) Length: 9.55m(31.33ft) Height: 3.40m(11.15ft) Width(Wing Span): 12.00m(39.37ft)
5.发动机/Engine	

5.1.1 型号 Model	2 台 Lycoming TIO-360-C1A6D, 2 Lycoming TIO-360-C1A6D,
5.1.2 型号合格证 Type Certificate	FAA 型号合格证 No.E16 E A 中国民航认可证: VTC0300E FAA Type Certificate No. E16 E A CAAC Validation Type Certificate: VTC0300E
5.1.3 限制 (见注释 5.3) Limitations (see Note 5.3)	在 2575rpm 时 44” Hg (210HP), 其它发动机限制见《飞机飞行手册》“运动限制” 部分 2575rpm,44 ” Hg (210HP) Other engine’s limitations are listed in the “Aircraft Flight Manual”, Operating Limitations Section
6.载荷因子 Load factors	见《飞机飞行手册》 See Aircraft Flight Manual
7. 螺旋桨/Propeller	
7.1 型号 Model	2 个 Hartzell HC-C2YK-2C () F/FC7666A-0 调速器: 2 个 Woodward model ()210655, 或可选 2 个 Woodward model ()210844 (见注释 5.11) 桨毂盖: 2 个 Hartzell model 836-29 2Hartzell HC-C2YK-2C () F/FC7666A-0 Governors: 2Woodward model ()210655, or alternatively 2Woodward model ()210844 (see Note 5.11) Spinners:2 Hartzell model 836-29
7.2 型号合格证 Type Certificate	FAA 型号合格证 No.P-920 FAA Type Certificate No. P-920 中国民航认可证: VTC0156P CAAC Validation Type Certificate: VTC0156P
7.3 桨叶数/Number of blades	2
7.4 直径 Diameter	最大 1.930m(76in) –最小 1.905 (75in) Max 1.930m(76in) –Min 1.905 (75in)
7.5 转向 Sense of Rotation	顺时针 Clockwise
7.6 螺旋桨限制 Propeller limits	在站位 0.762m(30in)处, 桨距设置为 最大+81.0° ±1° 最小+15.9° ±0.1° Pitch setting at station 0.762m(30in):

	Max+81.0° ± 1° Min+15.9° ± 0.1°
8.液体/Fluids	
8.1 燃油 fuel	100 或 100LL 级航空汽油, 根据 Textron Lycoming 公司 服务指南 1070 最新版规定。 Aviation Gasoline, grade 100 or 100LL, in accordance with latest issue of Textron Lycoming Service Instruction 1070
8.2 滑油 Oil	单粘度或多粘度滑油, 根据 Textron Lycoming 公司服务 指南 1014 最新版规定。 Single or multi-viscosity oils, in accordance with latest issue of Textron Lycoming Service Instruction 1014
8.3 冷却剂 Coolant	空气 air
9. 液体容量/Fluid capacities	
9.1 燃油 (见注释 5.4、5.5a 或 5.5b)	总共: 在+0.77m (+30.31in) 处, 538 升 (142U.S.Gal) [269 升 (71U.S.Gal) /机翼油箱] 不可用: 9 升 (2.5U.S.Gal) /机翼油箱 (见注释 5.6 和 5.7)
Fuel (see Notes 2.5,2.6a,or 2.6b)	Total: 538 Lt (142 U.S.Gal) [269 Lt (71 U.S.Gal) per wing tank] at +0,770 m (+30,3 in) Unusable: 9 Lt (2,5 U.S.Gal) per wing tank
9.2 润滑油 Oil	总共: 在+0.100m (+4in) 处, 15 升 (16U.S.qt) [7.5 升 (8U.S.qt) /发动机] 不可用: 1.8 升 (1.9U.S.qt) Total: 15 Lt (16 U.S.qt) [7,5 Lt (8 U.S.qt) per engine] at +0,100 m (+4 in) Unusable: 1,8 Lt (1,9 U.S.qt)
9.3 冷却系统容量 Coolant system capacity	不适用 N/A
10.空速 (见注释 5.10)	
不许超越速度 V _{NE} :	193KCAS
最大结构巡航速度 V _{NO} :	153KCAS
最小设计机动速度 V _A :	125KCAS
襟翼展态速度 V _{FE} :	
襟翼 0 ° - 17°	152KCAS

襟翼 17° - 30°	138KCAS
襟翼 30° - 35°	99KCAS
最小操纵速度（单发）V _{MC} :	63KCAS
Air Speeds:(see Note 5.10)	
Never exceed speed V _{NE} :	193 KCAS
Max structural cruising speed V _{NO} :	153 KCAS
Design Manoeuvring Speed V _A :	126 KCAS
Flap Extended Speed V _{FE} :	
Flaps 0° - 17°:	152 KCAS
Flaps 17° - 30°:	138 KCAS
Flaps 30° - 35°:	99 KCAS
Minimum Control Speed (Single Engine) V _{MC} :	63 KCAS
Max L/G Extended Speed V _{LE} :	112 KCAS (see Note 2.13)
Max L/G Operating Speed V _{LO} :	112 KCAS (see Note 2.13)
11.最大运行高度/Maximum Operating Altitude	20000ft(6096m)
12.全天候运行能力	日/夜—VFR、IFR，取决于所安装的设备
Allweather Operations	禁止在结冰条件下飞行
Capability:	Day/Night-VFR, IFR, depending on installed equipment.
	Flight in icing conditions is prohibited
13.最大重量（见注释 5.10 和 5.15）	
起飞	1990 公斤（4387 磅）
着陆	直到 s/n380:1890 公斤（4167 磅）
	s/n380 以后: 1980 公斤（4365 磅）
Maximum Weights:(see Note 5.10and 5.15)	
Take-Off:	1990 kg (4387 lb)
Landing:	1890kg (4167 lb)up to s/n 380
	1980 kg (4365 lb) from s/n 381onwards
14.重心范围（见注释 5.10）	
后部限制	任一重量下，基准面后+0.526m（+20.7in）(34%MAC)
前部限制	重量 1990kg（4387lb）时，基准面后+0.300m(+11.81in)(19.36%MAC)
	重量小等于 1680kg（3704lb）时，基准面后+0.230m（+9.06in）（14.84%MAC）
	对于中间重量，重心位置值呈线性变化
Centre of Gravity Range:(see Note 5.10)	
Rearward Limits:	+0,526 m (+20,7 in) aft of datum (34% MAC)
	for any weight
Forward Limits:	+0,300 m (+11.81in) aft of datum (19.3% MAC)

15.基准面

Datum

16.控制面偏转

襟翼

副翼

平尾（前缘）

平尾调整片（后缘）

（相对于平尾弦）

方向舵

方向舵调整片

at 1990 kg (4387 lb)

+0,230 m (+9.06 in) aft of datum (14.84%MAC)

at 1680 kg (3704 lb) or less

with linear variation for intermediate weights

与机翼前缘相切

Tangent to the wing leading edge

向下: $35^{\circ} \pm 2^{\circ}$

向上: $30^{\circ} \pm 2^{\circ}$ 向下: $17^{\circ} \pm 2^{\circ}$

向上: $6^{\circ} \pm 2^{\circ}$ 向下: $16^{\circ} \pm 2^{\circ}$

向下: $1^{\circ} \pm 1^{\circ}$ （最小）

$15^{\circ} \pm 1^{\circ}$ （最大）

向右: $25^{\circ} \pm 2^{\circ}$ 向左: $25^{\circ} \pm 2^{\circ}$

向右: $30^{\circ} \pm 2^{\circ}$ 向左: $30^{\circ} \pm 2^{\circ}$

Control surface deflections:

Wing Flaps

Down: $35^{\circ} \pm 2^{\circ}$

Ailerons

Up: $30^{\circ} \pm 2^{\circ}$ Down: $17^{\circ} \pm 2^{\circ}$

Stabilator (leading edge)

Up: $6^{\circ} \pm 2^{\circ}$ Down: $16^{\circ} \pm 2^{\circ}$

Stabilator tab (trailing edge)

Down: $1^{\circ} \pm 1^{\circ}$ (min)

(with respect to stabilator chord)

$15^{\circ} \pm 1^{\circ}$ (max)

Rudder:

Right: $25^{\circ} \pm 2^{\circ}$ Left: $25^{\circ} \pm 2^{\circ}$

Rudder tab:

Right: $30^{\circ} \pm 2^{\circ}$ Left: $30^{\circ} \pm 2^{\circ}$

17.水平基准

横向

与座椅轨道交叉

纵向

在 8 号和 9 号框之间，机身左侧两个螺栓处。

Levelling Means:

Lateral:

Across seat tracks

Longitudinal:

Two screws on the fuselage left side, between frames No.8 and 9

18.最小飞行机组

Minimum Flight Crew

1 个（驾驶员）

1(Pilot)

19.最多座位数

7 个，分布如下：

-0.950m (-37.4in) 处 2 个，

-0.146m (-5.7in) 处 2 个

+0.867m (+34.2in) 处 3 个

Total 7, distributed as follows:

Maximum Seating Capacity:	2 at -0,950 m (-37,4 in), 2 at -0,146 m (-5,7 in), 3 at +0,867 m (+34,2 in)
20.行李舱/货舱	
最大允许载荷	181kg (400lb)
位置	+1.542m(+60.7in)
Baggage/Cargo Compartments:	
Max Allowable Load:	181 kg (400 lb)
Location:	+1,542 m (+60,7 in)
21.机轮和轮胎	见《飞机飞行手册》
Wheel and Tyres	See Aircraft Flight Manual
22.保留/Reserved	不适用/N/A

IV.操作及维护说明/Operating and Service Instructions

1.飞行手册（见注释 5.8）	对于装有 TO-360-C1A6D 发动机的飞机：见文件 doc. p/n NOR10.707-20
Flight Manual:	对于装有 TIO-360-C1A6D 发动机的飞机：s/n 直到 392 之前：见文件 doc. p/n NOR10.707-2
(see Note5.8)	对于装有 TIO-360-C1A6D 发动机的飞机：s/n 从 467 以后：见文件 doc. p/n NOR10.707-2B
	最新可应用版本见文件 doc. p/n NOR 10.763-1 “P.68 型飞机技术文件目录”
	For aircraft powered by TO-360-C1A6D engine: doc. p/n NOR10.707-20
	For aircraft powered by TIO-360-C1A6D engine up to s/n 392 : doc. p/n NOR10.707-2
	For aircraft powered by TIO-360-C1A6D engine from s/n 467 : doc. p/n NOR10.707-2B
	Refer to doc. p/n NOR 10.763-1 “P.68 Variants Index of Technical Publications” for latest applicable revision
2.技术手册	—飞机维修手册
Technical Manual	文 件 doc. p/n NOR10.709-1B 及 doc.p/n NOR10.709-2 和所有可用的补充材料
	最新可应用版本见文件 doc. p/n NOR 10.763-1 “P.68 型飞机技术文件目录”
	—服务通告、指南和信函
	见文件 doc. p/n NOR10.777-1 “P.68 型飞机服务通

3.图解零件目录

Spare Parts Catalogue(IPC)

告、服务信函和服务指南目录”

– Airplane Maintenance Manual:

doc. p/n NOR10.709-1B plus doc NOR10.709-2
and all applicable Supplements

Refer to doc. p/n NOR 10.763-1 “P.68 Variants
Index of Technical Publications” for latest
applicable revision

– Service Bulletins, Instructions and Letters

Refer to doc. p/n NOR10.777-1 “P.68 Variants,
Index of Service Bulletins, Service Letters and
Service Instructions”

文件 doc. p/n NOR10.711-1 和 doc. p/n
NOR10.711-2

最新可应用版本见文件 doc. p/n NOR 10.763-1
“P.68 型飞机技术文件目录”

doc. p/n NOR10.711-1 plus doc. p/n NOR10.711-2

Refer to doc. p/n NOR 10.763-1 “P.68 Variants
Index of Technical Publications” for latest
applicable revision

4.电器件和主要件

Instruments and aggregates

见可用的 AFM 和 AMM

Refer to applicable AFM and AMM

V.注释/Notes

注释 5.1: 型号设计更改的审定基础

NOTE 5.1: CERTIFICATION BASIS OF TYPE DESIGN CHANGES

对于型号设计更改 **No.MOD P68/14**“安装设备 COM/NAV/GS/GPS GARMIN GNS430, P/N 010-00139-01”, 除了 P.68C-TC 审定基础以外, 下述适航要求的修订案适用:

1994 年 3 月 11 日生效的 JAR23:

§§23.1, 23.601, 23.605, 23.611, 23.1301, 23.1309, 23.1311, 23.1321, 23.1327, 23.1351, 23.1357,
23.1365, 23.1431, 23.1581, 23.1583, 23.1585

For Type Design Change No.MOD P68/14“Installation of the equipment COM/NAV/GS/GPS GARMIN GNS430, P/N 010-00139-01”, in addition to P.68C-TC Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR23 effective 11 March 1994

§§23.1, 23.601, 23.605, 23.611, 23.1301, 23.1309, 23.1311, 23.1321, 23.1327, 23.1351, 23.1357,
23.1365, 23.1431, 23.1581, 23.1583, 23.1585

对于型号设计更改 **No.MOD P68/17**“连接机翼油箱”, 除了 P.68C-TC 审定基础以外, 下述适航要求的修订案适用:

1994 年 3 月 11 日生效的 JAR23:

§§23.1, 23.601, 23.603, 23.605, 23.609, 23.611, 23.951, 23.953, 23.954, 23.957, 23.959, 23.963, 23.965, 23.967, 23.969, 23.971, 23.975, 23.993, 23.1501, 23.1581, 23.1585

For Type Design Change No.MOD P68/17 “Interconnected Wing Fuel Tanks”, in addition to P.68C-TC Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994

§§23.1, 23.601, 23.603, 23.605, 23.609, 23.611, 23.951, 23.953, 23.954, 23.957, 23.959, 23.963, 23.965, 23.967, 23.969, 23.971, 23.975, 23.993, 23.1501, 23.1581, 23.1585

对于型号设计更改 **No.MOD P68/18**“安装 Vision Microsystems VM1000、EC100、大气温度计、时钟和油位系统”，除了 P.68C-TC 审定基础以外，下述适航要求的修订案适用：

1994 年 3 月 11 日生效的 JAR23:

§§23.1, 23.251, 23.301, 23.303, 23.305, 23.307, 23.561, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.625, 23.955, 23.963, 23.965, 23.993, 23.1163, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1337, 23.1351, 23.1357, 23.1365, 23.1431, 23.1541, 23.1543, 23.1549, 23.1553, 23.1581, 23.1583, 23.1585“

FAR 23 Amdt 43(依据选定的符合基础): §23.1357

FAR 23 Amdt 45(依据选定的符合基础): §23.1549

FAR 23 Amdt 48(依据选定的符合基础): §23.611

FAR 23 Amdt 51(依据选定的符合基础): §23.1305

专用条件: SC P68/F01“安装 VM1000 (MOD P68/018)”,参考 1998 年 11 月 18 日发布的 doc.WG-318“协调 FAA NPRM 和 JAA NPA”; AC/AMJ20.1317

For Type Design Change No.MOD P68/18“Vision Microsystems VM1000,EC100,Air Temperature, chronometer and Fuel Level System Installation”, in addition to P.68C-TC Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994

§§23.1, 23.251, 23.301, 23.303, 23.305, 23.307, 23.561, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.625, 23.955, 23.963, 23.965, 23.993, 23.1163, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1337, 23.1351, 23.1357, 23.1365, 23.1431, 23.1541, 23.1543, 23.1549, 23.1553, 23.1581, 23.1583, 23.1585

FAR 23 Amdt 43(on elect to comply basis): §23.1357

FAR 23 Amdt 45(on elect to comply basis): §23.1549

FAR 23 Amdt 48(on elect to comply basis): §23.611

FAR 23 Amdt 51(on elect to comply basis): §23.1305

Special Condition: SC P68/F01“Installation VM 1000(MOD P68/018)”,ref. doc.WG-318“Harmonised FAA NPRM and JAA NPA” dated 18/11/1998; AC/AMJ 20.1317

对于型号设计更改 **No.MOD P68/31**“对配平安定面驱动系统进行更改”，除了 P.68C-TC 审定基础以外，下述适航要求的修订案适用：

1994 年 3 月 11 日生效的 JAR23:

§§23.405, 23.601, 23.603,23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.671, 23.677, 23.683, 23.685, 23.689

FAR 23 Amdt 48(依据选定的符合基础): §§23.607, 23.611

For Type Design Change No. MOD P68/31 “Change to the Trim Stabilizer Actuating System”, in addition to P.68C-TC Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994

§§ 23.405, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.671, 23.677, 23.683, 23.685, 23.689

FAR 23 Amdt 48 (on elect to comply basis): §§ 23.607, 23.611

对于型号设计更改**No.MOD P68/73**“P.68C-TC MTOW 增加到 2084kg”，除了P.68C-TC审定基础以外，下述适航要求的修订案适用：

FAR 23 Amdt 7: §§ 23.909, 23.1043, 23.1047, 23.1143, 23.1147, 23.1305,23.1527, 23.1583

FAR 23 Amdt 14: §§ 23.507, 23.509

FAR 23 Amdt 17: § 23.1322

FAR 23 Amdt 20: § 23.1401

FAR 23 Amdt 31: § 23.629

FAR 23 Amdt 36: §§ 23.2, 23.561

FAR 36 Amdt 16: 附录 G §§ G36.1, G36.101, G36.103, G36.105,G36.107, G36.109, G36.111, G36.201, G36.203, G36.301

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For Type Design Change No. MOD P68/73 “P68C-TC MTOW increase up to 2084kg”, in addition to P.68C-TC Certification Basis, the following amendments of airworthiness requirements are applicable:

FAR 23 Amdt 7: §§ 23.909, 23.1043, 23.1047, 23.1143, 23.1147, 23.1305,23.1527, 23.1583

FAR 23 Amdt 14: §§ 23.507, 23.509

FAR 23 Amdt 17: § 23.1322

FAR 23 Amdt 20: § 23.1401

FAR 23 Amdt 31: § 23.629

FAR 23 Amdt 36: §§ 23.2, 23.561

FAR 36 Amdt 16: Appendix G §§ G36.1, G36.101, G36.103, G36.105,G36.107, G36.109, G36.111, G36.201, G36.203, G36.301

ICAO Annex 16, Volume I, Chapter 10

对于型号设计更改 **No.MOD P68/86**: “安装 S-TEC55X 自动驾驶仪”, 除了 P.68C-TC 审定基础以外, 下述适航要求的修订案适用:

1994 年 3 月 11 日生效的 JAR23:

§§ 23.29, 23.143, 23.253, 23.601, 23.603, 23.605, 23.607, 23.609, 23.685, 23.689, 23.1529, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 18:

§§ 23.1301, 23.1309, 23.1321, 23.1329, 23.1357, 23.1365, 23.1367, 23.1381, 23.1431

FAR 23 Amdt 49: § 23.1359

For Type Design Change No. MOD P68/86 “S-TEC 55X Autopilot Installation”, in addition to P.68C-TC Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§§ 23.29, 23.143, 23.253, 23.601, 23.603, 23.605, 23.607, 23.609, 23.685, 23.689, 23.1529, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 18:

§§ 23.1301, 23.1309, 23.1321, 23.1329, 23.1357, 23.1365, 23.1367, 23.1381, 23.1431

FAR 23 Amdt 49: § 23.1359

对于型号设计更改 **No.MOD P68/97**“P.68C 和 P.68C-TC 最大零燃油重量增加”, 除了 P.68C-TC 审定基础以外, 下述适航要求的修订案适用:

1994年3月11日生效的JAR23: §§ 23.1501, 23.1529, 23.1581, 23.1583, 23.1589

FAR 23 Amdt 7: § 23.572

For Type Design Change No. MOD P68/97 “P.68C & P.68C-TC Maximum Zero Fuel Weight Increase” in addition to P.68C-TC Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994: §§ 23.1501, 23.1529, 23.1581, 23.1583, 23.1589

FAR 23 Amdt 7: § 23.572

对于型号设计更改**No. MOD P68/123** “SAGEM 航电集成驾驶舱安装 (IFR)”, 除了P.68C-TC 审定基础以外, 下述适航要求的修订案和等效安全水平适用:

1994年3月11日生效的JAR 23:

§§ 23.1, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.771, 23.773, 23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1327, 23.1331, 23.1337, 23.1351, 23.1357, 23.1359, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1549, 23.1559, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 17: § 23.1303

专用条件:

JAR 23 Amdt 1 par. 23.1309(e) 根据 JAA INT/POL/23/1 [参考2008年3月21日发布的EASA

CRI F-01 第3版“HIRF 保护”]

等效安全水平:

1994年3月11日生效的JAR 23 para.23.1545(b)(1),23.1545(b)(5),23.1545(b)(6) [参考2008年3月25日发布的 EASA CRI G-01 第8版“Sagem 航电显示空速标记”]

For Type Design Change No. **MOD P68/123** “SAGEM Avionics Integrated cockpit installation (IFR)”, in addition to P.68C-TC Certification Basis, the following amendments of airworthiness requirements and Equivalent Level Of Safety are applicable:

JAR 23 effective 11 March 1994:

§§ 23.1, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611,23.771, 23.773, 23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321,23.1327, 23.1331, 23.1337, 23.1351, 23.1357, 23.1359, 23.1365, 23.1367,23.1381, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545,1549, 23.1559, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 17: § 23.1303

Special Condition:

JAR 23 Amdt 1 par. 23.1309(e) according to JAA INT/POL/23/1 [ref. EASA CRI F-01 issue 3 dated 21/03/2008 “HIRF protection”]

Equivalent Level Of Safety:

JAR 23 effective 11 March 1994 para. 23.1545(b)(1), 23.1545(b)(5),23.1545(b)(6) [ref. EASA CRI G-01 issue 8 dated 25/03/2008 “Sagem Avionics Display Airspeed Markings”]

对于型号设计更改 No. **MOD P68/126** “Garmin GNS 430W/530W (WAAS)系统安装”, 除了 P.68C-TC 审定基础以外, 下述适航要求的修订案适用:

2001年2月1日生效的JAR 23 Amdt 1 :

§§ 23.1, 23.601, 23.603, 23.605, 23.611, 23.1301, 23.1309, 23.1311,23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583,23.1585, 23.1589

For Type Design Change No. **MOD P68/126** “Garmin GNS 430W/530W (WAAS) system installation”, in addition to P.68C-TC Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001:

§§ 23.1, 23.601, 23.603, 23.605, 23.611, 23.1301, 23.1309, 23.1311,23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583,23.1585, 23.1589

对于型号设计更改No. **MOD P68/157** “在 SAGEM 玻璃驾驶舱(IFR)内, 用AXITUDE AX1-200替换 Cross Bow 500GA”, 除了P.68C-TC审定基础以外, 下述适航要求的修订案适用:

1994年3月11日生效的JAR 23:

§§ 23.1, 23.23, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609,23.611, 23.1301, 23.1309, 23.1351,

23.1357, 23.1359, 23.1365, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1581, 23.1583, 23.1585, 23.1589.

FAR 23 Amdt 57 (依据选定的符合基础): § 23.1308

For Type Design Change No. **MOD P68/157** “Replacing Cross Bow 500GA with AXITUDE AX1-200 in SAGEM glass cockpit (IFR)”, in addition to P.68C Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§§ 23.1, 23.23, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.1301, 23.1309, 23.1351, 23.1357, 23.1359, 23.1365, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1581, 23.1583, 23.1585, 23.1589.

FAR 23 Amdt 57 (on elect to comply basis): § 23.1308

对于型号设计更改 No. **MOD P68/223** “固定式氧气系统组件安装”,除了 P.68C-TC 审定基础以外, 下述适航要求的修订案适用:

2001年2月1日生效的JAR 23 Amdt1:

§§ 23.601, 23.603, 23.605, 23.625, 23.1357, 23.1367, 23.1501, 23.1529, 23.1541, 23.1581, 23.1583, 23.1585

FAR 23 Amdt 9: § 23.1449

FAR 23 Amdt 17: § 23.1309

FAR 23 Amdt 36: § 23.561

FAR 23 Amdt 43: §§ 23.1441, 23.1443, 23.1445

FAR 23 Amdt 49: §§ 23.1447, 23.1451, 23.1453

For Type Design Change No. **MOD P68/223** “Fixed oxygen system kit installation”, in addition to P.68C-TC Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001:

§§ 23.601, 23.603, 23.605, 23.625, 23.1357, 23.1367, 23.1501, 23.1529, 23.1541, 23.1581, 23.1583, 23.1585

FAR 23 Amdt 9: § 23.1449

FAR 23 Amdt 17: § 23.1309

FAR 23 Amdt 36: § 23.561

FAR 23 Amdt 43: §§ 23.1441, 23.1443, 23.1445

FAR 23 Amdt 49: §§ 23.1447, 23.1451, 23.1453

对于型号设计更改No. **MOD P68/240** “Garmin G950 航电安装”, 除了 P.68C-TC 审定基础以外, 下述适航修订案适用:

2001年2月1日生效的JAR 23 Amdt 1:

§§ 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.623, 23.625, 23.627, 23.771,

23.773, 23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1331, 23.1337, 23.1351, 23.1353, 23.1357, 23.1359, 23.1361, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1547, 23.1549, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 17: § 23.1303

专用条件:

2011年8月3日发布的EASA CRI F-01 第3版 “HIRF 保护 – 集成航电系统” [JAA INT/POL/23/1 第1版]

专用条件:

2011年8月3日发布的EASA CRI B-01 第3版 “集成航电系统中的人为因素” [SC/P68 SERIE/04]

For Type Design Change No. **MOD P68/240** “Garmin G950 avionics installation”, in addition to P.68C-TC Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001:

§§ 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.623, 23.625, 23.627, 23.771, 23.773, 23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1331, 23.1337, 23.1351, 23.1353, 23.1357, 23.1359, 23.1361, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1547, 23.1549, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 17: §§ 23.1303

Special Condition:

EASA CRI F-01 issue 3 dated 03/08/2011 “HIRF Protection – Integrated Avionics Systems” [JAA INT/POL/23/1 issue 1]

Special Condition:

EASA CRI B-01 issue 3 dated 03/08/2011 “Human Factors in Integrated Avionics Systems” [SC/P68 SERIE/04]

对于型号设计更改 No. **MOD P68/247** “Sagem 航电集成驾驶舱安装的软件更改”, 除了 P.68C-TC 审定基础以外, 下述适航要求的修订案适用:

1994年3月11日生效的JAR 23:

§§ 23.1301, 23.1309, 23.1311, 23.1545, 23.1581, 23.1583

等效安全水平:

1994年3月11日生效的JAR 23 . 23.1545(b)(1), 23.1545(b)(5), 23.1545(b)(6) [参考2010年9月29日发布的EASA CRI G-01第5版“Sagem航电显示空速标记”]

For Type Design Change No. **MOD P68/247** “Software change to Sagem Avionics integrated cockpit installation”, in addition to P.68C-TC Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§§ 23.1301, 23.1309, 23.1311, 23.1545, 23.1581, 23.1583

Equivalent Level Of Safety:

JAR 23 effective 11 March 1994 par. 23.1545(b)(1), 23.1545(b)(5), 23.1545(b)(6) [ref. EASA CRI G-01 issue 5 dated 29/09/2010 “Sagem Avionics Display Airspeed Markings”]

注释5.2: 对于第一次审查, 由适航设计标准 (见审定基础) 要求的基本设备应安装在飞机上。此外, 还需要下列设备:

- Safe Flight Instrument Corp. 失速前探测器 164型,或等效仪表
- 飞机飞行手册 (见5.IV)

NOTE 5.2: Basic equipment required by the applicable airworthiness design standard (see certification basis) shall be installed in the aircraft for the first certification. In addition, the following equipment are required:

- Safe Flight Instrument Corp. pre-stall detector Type 164, or equivalent
- Aircraft Flight Manual (see § 5.IV)

注释5.3: 在 歧管压力 35” Hg以上时, 禁止 在 2400rpm一下运行 。

NOTE 5.3: Operations below 2400 rpm at a manifold pressure above 36” Hg are prohibited.

注释5.4: 在确定空重和相关重心位置时, 必须包括下面所标出的不可用燃油和发动机未排除润滑油:

不可用燃油: 对于机翼主油箱, 在0.770m (+30,3 in) 处12,9 kg (28,44 lb)

对于机翼副油箱, 在0.770 m (+30,3 in)处5,7 Kg (12,57 lb)

(建注释5.5a)

未排出的润滑油: 在0.100m(+4 in)处0,454 kg (1 lb)

NOTE 5.4: For the determination of the empty weight and associated centre of gravity position, unusable fuel and engine undrainable lubricant must be included as noted below:

Unusable Fuel: 12,9 kg (28,44 lb) at +0,770 m (+30,3 in) for the main wing tanks
and 5,7 Kg (12,57 lb) at +0,770 m (+30,3 in) for the auxiliary wing tank
(see Notes 3.4 and 3.5a)

Undrainable Lubricant: 0.454 kg (1 lb) at +0.100 m (+4 in)

注释5.5: 燃油量

NOTE 5.5: Fuel Capacities

注释5.5a) P.68C-TC s/n 208飞机装有两个带有输送泵的备用整体油箱, 全部油量为580 Lt (153 U.S.Gal), 分布如下 (见注释5.6) :

- 2 个机翼主油箱: 在+0,770 m (+30,3 in)处, 205 Lt (54 U.S.Gal) /油箱
不可用: 9 Lt (2,5 U.S.Gal) 油箱
- 2 个机翼副油箱: 在+0,770 m (+30,3 in)处, 85 Lt (22,5 U.S.Gal)/油箱
不可用: 4 Lt (1 U.S.Gal) /油箱

NOTE 5.5a) The P.68C-TC s/n 208 is equipped with two auxiliary integral fuel tanks with transfer pumps, the total fuel capacity is 580 Lt (153 U.S.Gal) distributed as follows (see Note 5.6):

- 2 Main Wing Tanks: 205 Lt (54 U.S.Gal) per tank at +0,770 m (+30,3 in)
Unusable: 9 Lt (2,5 U.S.Gal) per tank
- 2 Auxiliary Wing Tanks: 85 Lt (22,5 U.S.Gal) per tank at +0,770 m (+30,3 in)
Unusable: 4 Lt (1 U.S.Gal) per tank

注释5.5b: 对于实施了MOD P68/17的P.68C-TC 飞机, 两个机翼油箱构型被批准:

-标准航程

总燃油量: 在+0,770 m (+30.3 in)处, 538 Lt (142 U.S.Gal)

总不可用油量: 18 Lt (4,7 U.S.Gal)

- 长航程

总燃油量: 在+0,770 m (+30.3 in)处, 696 Lt (184 U.S.Gal)

总不可用油量: 26 Lt (6.9 U.S.Gal)

NOTE 5.5b: For P.68C-TC aircraft embodying MOD P68/17, two wing tank configurations are approved:

- STANDARD RANGE

Total fuel capacity: 538 Lt (142 U.S.Gal) at +0,770 m (+30.3 in)

Total unusable fuel: 18 Lt (4,7 U.S.Gal)

- LONG RANGE

Total fuel capacity: 696 Lt (184 U.S.Gal) at +0,770 m (+30.3 in)

Total unusable fuel: 26 Lt (6,9 U.S.Gal)

注释 5.6: P.68C-TC s/n 208 原型机被允许装有 P.68B 飞机的机翼主油箱和副油箱。燃油量和不可用油量参考见注释 5.5 。

NOTE 5.6: The prototype P.68C-TC s/n 208 is approved with main and auxiliary wing tanks of P.68B variant. For fuel capacity and unusable quantity refer to Note 5.5.

注释5.7: P.68C-TC 飞机可以装有带有输送泵(Kit P/N 68-034)的翼下副油箱, 但应遵守下列限制:

- 空速:

不许超越速度 VNE: 175 KCAS

其它空速没有变化

- 燃油量:

总燃油量为 738 Lt (195 U.S.Gal) , 分布如下:

2个机翼主油箱: 在+0,770 m (+30,3 in)处, 269 Lt (71 U.S.Gal) /油箱

不可用: 9 Lt (2,5 U.S. gal)/油箱

2 个翼下油箱: 在+0,440 m (+17,3 in)处, 100Lt (26 U.S.Gal)/油箱

不可用: 0 Lt per tank

NOTE 5.7: P.68C -TC aircraft can be equipped with under-wing auxiliary fuel tanks with transfer pumps (Kit P/N 68-034) with the following additional limitations:

- Air Speeds:

Never exceed speed VNE: 175 KCAS

Other air speeds are unchanged

- Fuel Capacity:

Total fuel capacity is 738 Lt (195 U.S.Gal) distributed as follows:

2 Main Wing Tanks: 269 Lt (71 U.S.Gal) per tank at +0,770 m (+30,3 in)

Unusable: 9 Lt (2,5 U.S. gal) per tank

2 Under-Wing Tanks: 100 Lt (26 U.S.Gal) per tank at +0,440 m (+17,3 in)

Unusable: 0 Lt per tank

注释 5.8: 下列标牌应被安装在驾驶员视野内: “本机必须按正常类飞机运行, 应遵守标牌、标记和手册中声明的运行限制。”

此外, 所有《飞机飞行手册》中要求的标牌都应安装在正确位置处。

NOTE 5.8: The following placard shall be installed in full view of pilot:

“THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS”

Moreover all placards required in the Aircraft Flight Manual shall be installed in the proper location.

注释 5.9: 从 s/n 330 以后的 P.68C-TC 飞机出厂时可以根据 Partenavia DWG 2.2503 在机身右侧配有一个机组舱门。在此情况下, 《飞机飞行手册》必须包括补充资料 I (ENAC 于 1984 年 4 月 17 日批准的 No.199.649/T)

NOTE 5.9: P.68C-TC aircraft from s/n 330 onwards can be equipped since new with a crew door on the fuselage right side as per Partenavia DWG 2.2503. In this case, the Aircraft Flight Manual must include the Supplement I (ENAC approval No.199.649/T dated 17 April 1984).

注释 5.10 :实施了Partenavia 服务通告No.136的P.68C-TC飞机, 在下述运行限制下, 最大起飞重量和最大着陆重量分别为 2084 kg (4594 lb) 和 1980 kg (4365lb)被批准:

- 空速:

不许超越速度 V_{NE} : 194 KCAS

最大结构巡航速度 V_{NO} : 154 KCAS

最小设计激动速度 V_A : 132 KCAS

襟翼展态速度 V_{FE} :

15° 襟翼 152 KCAS

35° 襟翼 103 KCAS

最小操纵速度 (单发) V_{MC} : 64 KCAS

- 最大重量:

滑行和停驻: 2100 kg (4630 lb)

起飞: 2084 kg (4594 lb)

着陆: 1980 kg (4365 lb)

零燃油 (见注释5.15): 1890 kg (4167 lb)

- 重心范围:

后部限制: 对任何重量, 基准面后+0,481 m (+18,92 in) (31% MAC)

前部限制: 重量2100 kg (4630 lb)时, 基准面后+0,325 m (+12,80 in) (21% MAC)

重量小等于2084 kg (4594 lb)时, 基准面后+0,320 m (+12,60 in) (20,6% MAC)

重量小等于1680 kg (3704 lb) 时, 基准面后+0,230 m (+9,06 in) (14,84% MAC)

对于中间重量, 重心位置值呈线性变化

对于实施了服务通告No.136的飞机, 《飞机飞行手册》必须包括被批准的补充材料N。

NOTE 5.10: P.68C-TC aircraft embodying Partenavia Service Bulletin No.136 is approved for a Maximum Take-Off Weight and a Maximum Landing Weight respectively of 2084 kg (4594 lb) and 1980 kg (4365 lb), with the following Operating Limitations:

- Air Speeds:

Never exceed speed V_{NE} : 194 KCAS

Maximum structural cruising speed V_{NO} : 154 KCAS

Design Manoeuvring Speed V_A : 132 KCAS

Flaps Extended Speed V_{FE} :

15° Flaps 152 KCAS

35° Flaps 103 KCAS

Minimum Control Speed (Single Engine) V_{MC} : 64 KCAS

- Maximum Masses:

Taxi and Ramp: 2100 kg (4630 lb)

Take Off: 2084 kg (4594 lb)

Landing: 1980 kg (4365 lb)

Zero Fuel (see Note 5.15): 1890 kg (4167 lb)

- Centre of Gravity Range:

Rearward Limits: +0,481 m (+18,92 in) aft of datum (31% MAC) for any weight

Forward Limits: +0,325 m (+12,80 in) aft of datum (21% MAC) at 2100 kg (4630 lb);

+0,320 m (+12,60 in) aft of datum (20,6% MAC) at 2084 kg (4594 lb) or less

+0,230 m (+9,06 in) aft of datum (14,84% MAC) at 1680 kg (3704 lb) or less

with linear variation between given points.

For aircraft embodying the Service Bulletin No.79, the Aircraft Flight Manual must include the approved Supplement N.

注释 5.11: P.68C-TC 飞机 (从 s/n 392 及其以后) 出厂时可以配备调节器“MT-Propeller” (根据更改 No.

MOD P68/125): P-881-29 (左和右).

NOTE 5.11: P.68C-TC aircraft (from and excluding s/n 392) may be equipped since new with governors “MT-Propeller” (as per Change No. MOD P68/111): P-881-29 (left&right).

注释 5.12: P.68C-TC 飞机 (从 s/n 392 及其以后) 出厂时可以配有一套 “Vision Microsystems VM1000, EC100, 大气温度计、时钟和油位系统” 电子动力装置仪表系统, 来代替标准动力装置仪表 (根据型号设计更改 No. MOD P68/18)。

NOTE 5.12: P.68C-TC aircraft (from and excluding s/n 392) may be equipped since new with a “Vision Microsystems VM1000, EC100, Air Temperature, Chronometer and Fuel Level System” electronic powerplant instrumentation system, in lieu of the standard powerplant instrumentation (as per Type Design Changes No. MOD P68/18).

注释 5.13: P.68C-TC 飞机 (从 s/n 392 及其以后) 出厂时可以配有被批准用于 IFR 运行的 SAGEM 航电集成显示系统, 该系统代替标准仪表盘布局 (根据型号设计更改 No. MOD P68/123 和 MOD P68/157)。

NOTE 5.13: P.68C-TC aircraft (from and excluding s/n 392) may be equipped since new with a SAGEM Avionics Integrated Display System approved for IFR operations, in lieu of the standard instrument panel layout (as per Type Design Changes No. MOD P68/123 and MOD P68/157).

注释 5.14: P.68C-TC 飞机 (从 s/n 392 及其以后) 出厂时可以配有一套 S-Tec 55X 自动驾驶仪 (根据型号设计更改 No. MOD P68/86)。

NOTE 5.14: P.68C-TC aircraft (from and excluding s/n 392) may be equipped since new with a S-Tec 55X Autopilot (as per Type Design Change No. MOD P68/86).

注释 5.15: P.68C-TC 飞机 (从 s/n 392 及其以后), 最大零燃油重量(MZFW) 1967 kg 被批准 (根据型号设计更改 No. MOD P68/97)。

NOTE 5.15: P.68C-TC aircraft (from and excluding s/n 392) is approved for a Maximum Zero Fuel Weight (MZFW) of 1967 kg (as per Type Design Changes No. MOD P68/97).

注释 5.16: 从 s/n 467 以后的 P.68C-TC 飞机出厂时或实施了 Vulcanair 服务通告 No. 193 可以配有固定式氧气系统组件 (根据型号设计更改 No. MOD P68/223)。

NOTE 5.16: P.68C-TC aircraft from s/n 467 onwards may be equipped since new or applying Vulcanair Service Bulletin No. 193 with a fixed oxygen system kit (as per Type Design Change No. MOD P68/223).

注释 5.17: 从 s/n 472 以后的 P.68C-TC 飞机出厂时可以配有 Garmin G950 集成驾驶舱系统 (根据型号设计更改 No. MOD P68/240)。

NOTE 5.17: P.68C-TC aircraft from s/n 472 onwards may be equipped since new with Garmin G950 Integrated Flight Deck System (as per Type Design Change No. MOD P68/240).

第 6 部分 AP68TP-600 Viator

SECTION 6 AP68TP-600 Viator

I.概述/General

1. 衍生型或型别/Variant or Model	AP68TP-600 Viator
适航类别/Airworthiness Category	正常类航空器/Normal Category aircraft
型号合格证持有人/TypeCertificate Holder	VULCANAIR S.p.A. Via Giovanni Pascoli,7 80026-Casoria(Napoli) Italy.
制造商/Manufacture	VULCANAIRS S.p.A. Via Giovanni Pascoli,7 80026-Casoria(Napoli) Italy.
2. 申请审查日期/Certification Application Date	1984.01.03/03 January 1984
3. 当局型号审查日期/National AuthorityType Certificate Date	1986.10.16 (RAI TC No.A151; 1998 年 11 月 25 日重新发布 ENAC TC No.A365) 16 October 1986(RAI TC No.A151;reissued as ENAC TC No.A 365 dated 25 November 1998

II.审定基础/Certification Basis

1. 确定可使用的要求的参考日期 Reference Date for determining the applicable requirements	1984.01.03/03 January 1984
2. 适航要求 (见注释 6.1) Airworthiness Requirements(see Note 6.1)	FAR23 部 (1965 年 2 月 1 日生效), 包括第 23-1 至第 23-6 修正案, 除了下面所列的条款有对应的修正案外: <u>FAR 23修正案7</u> : §§ 23.207, 23.335, 23.367, 23.725, 23.726,23.727, 23.777, 23.867, 23.871, 23.933, 23.937, 23.955, 23.1041,23.1045, 23.1091, 23.1103, 23.1155, 23.1505, 23.1527 <u>FAR 23修正案14</u> : §§ 23.153, 23.155, 23.157, 23.173, 23.201,23.203, 23.205, 23.507, 23.509, 23.572, 23.929, 23.1017, 23.1027,23.1163, 23.1189, 23.1435 <u>FAR 23修正案15</u> : §§ 23.951, 23.1013, 23.1015, 3.1019,

23.1183

FAR 23修正案16: § 23.1182

FAR 23修正案17: §§ 23.141, 23.143, 23.145, 23.175, 23.479, 23.733, 23.977, 23.1111, 23.1125, 23.1143, 23.1165, 23.1303, 23.1309, 23.1322

FAR 23修正案18: §§ 23.901, 23.939, 23.943, 23.959, 23.1093, 23.1121, 23.1141, 23.1145, 23.1203, 23.1337

FAR 23修正案20: §§ 23.1301, 23.1323, 23.1438, 3.1547

FAR 23修正案21: §§ 23.45, 23.49, 23.51, 23.65, 23.67, 23.75, 23.77, 23.149, 23.161, 23.177, 23.181, 23.1043, 23.1501, 23.1521, 23.1541, 23.1555, 23.1581, 23.1587

FAR 23修正案23: §§ 23.629, 23.723, 23.1307, 23.1545, 23.1557, 23.1583, 23.1585

FAR 23修正案24: § 23.735

FAR 23修正案25: § 23.853

FAR 23修正案26: §§ 23.253, 23.361, 23.371, 23.729, 23.903,

23.905, 23.991, 23.1305, 23.1529

FAR 23修正案27: § 23.859

FAR 23修正案28: § 23.1549

FAR 23 修正案 32: §§ 23.2, 23.785

FAR 23 effective 1 February 1965 including Amdt 1 through 6, except for the paragraphs listed below for which compliance with following Amdt has been shown:

FAR 23 Amdt 7: §§ 23.207, 23.335, 23.367, 23.725, 23.726, 23.727, 23.777, 23.867, 23.871, 23.933, 23.937, 23.955, 23.1041, 23.1045, 23.1091, 23.1103, 23.1155, 23.1505, 23.1527

FAR 23 Amdt 14: §§ 23.153, 23.155, 23.157, 23.173, 23.201, 23.203, 23.205, 23.507, 23.509, 23.572, 23.929, 23.1017, 23.1027, 23.1163, 23.1189, 23.1435

FAR 23 Amdt 15: §§ 23.951, 23.1013, 23.1015, 23.1019, 23.1183

FAR 23 Amdt 16: § 23.1182

FAR 23 Amdt 17: §§ 23.141, 23.143, 23.145, 23.175, 23.479, 23.733, 23.977, 23.1111, 23.1125, 23.1143, 23.1165, 23.1303, 23.1309, 23.1322

FAR 23 Amdt 18: §§ 23.901, 23.939, 23.943, 23.959, 23.1093, 23.1121, 23.1141, 23.1145, 23.1203, 23.1337

FAR 23 Amdt 20: §§ 23.1301, 23.1323, 23.1438, 23.1547
FAR 23 Amdt 21: §§ 23.45, 23.49, 23.51, 23.65, 23.67, 23.75, 23.77, 23.149, 23.161, 23.177, 23.181, 23.1043, 23.1501, 23.1521, 23.1541, 23.1555, 23.1581, 23.1587
FAR 23 Amdt 23: §§ 23.629, 23.723, 23.1307, 23.1545, 23.1557, 23.1583, 23.1585
FAR 23 Amdt 24: § 23.735
FAR 23 Amdt 25: § 23.853
FAR 23 Amdt 26: §§ 23.253, 23.361, 23.371, 23.729, 23.903, 23.905, 23.991, 23.1305, 23.1529
FAR 23 Amdt 27: § 23.859
FAR 23 Amdt 28: § 23.1549
FAR 23 Amdt 32: §§ 23.2, 23.785

3.EASA 专用条件/Special Conditions	无/None
4.EASA 豁免/Exemptions	无/None
5.EASA 偏离/Deviations	无/None
6.EASA 等效安全/Equivalent Safety Findings	无/None
7.所选的符合性要求	无/None
8. EASA 环境标准 Environmental Standards	噪声: ICAO 附件 16, 第 1 卷, 第 10 章 燃油和发动机排放: 不适用 Noise:ICAO Annex16, Volume I ,Chapter 10 Fuel venting & engine emission:N/A

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

1.型号设计定义 Type Design Definition	文件 SPEC VA/152/PRD “型号设计构型数据 AP68TP-600 Viator” doc. SPEC VA/152/PRD” Type Design Configuration Date AP68TP-600 Viator”
2.描述 Description	双发（涡轮螺旋桨），高单翼，可收放起落架 Twin engine (turboprop), high wing monoplane with retractable landing gear
3.设备 Equipment	参见《飞机飞行手册》中的设备清单： s/n 直到 9004 的飞机见 doc. p/n NOR10.707-6，或 从 s/n9005 到 s/n9010 的飞机见 doc. p/n NOR10.707-6A 或从 s/n9011 开始的飞机见 doc. p/n AFM 10.701-6(见注释 6.2)

	Refer to Equipment List of “Aircraft Flight Manual” doc. p/n NOR10.707-6 (up to s/n 9004), or doc. p/n NOR10.707-6A (from s/n 9005 up to s/n 9010), or doc. p/n AFM10.701-6 (from s/n 9011 onwards) (see Note 6.2)
4.尺寸	s/n 直到 9004 的飞机:
Dimensions	长: 10.89m(35.73ft) 高: 3.63m(11.91ft) 宽 (翼展): 12.00m(39.37ft) 从 s/n9005 以后的飞机: 长: 11.27m(36.97ft) 高: 3.63m(11.91ft) 宽 (翼展): 12.00m(39.37ft)
	Up to s/n 9004: Length: 10,89 m (35,73 ft) Height: 3,63 m (11,91 ft) Width (Wing Span): 12,00 m (39,37 ft) From s/n 9005: Length: 11,27 m (36,97 ft) Height: 3,63 m (11,91 ft) Width (Wing Span): 12,00 m (39,37 ft)
	Width(Wing Span): 12.00m(39.37ft)
5.发动机/Engine	
5.1 型号	2 台 Allison (Rolls-Royce) 250-B17C 涡桨发动机 2 Allison (Rolls-Royce) 250-B17C Turboprop
Model	
5.2 型号合格证	FAA 型号合格证 No.E10CE
Type Certificate	FAA Type Certificate No.E10CE 中国民航认可证: VTC0094E CAAC Validation Type Certificate: VTC0094E
5.3 限制	最大起飞和最大连续功率:
Limitations	功率: 328 SHP 螺旋桨 RPM: 2030 TOT: 810 °C (1490°F) 其它发动机限制见《飞机飞行手册》“运动限制”部分 Max Take OFF and MCP:

	Power	328 SHP
	Propeller rpm	2030
	TOT	810°C (1490°F)
	Other engine's limitations are listed in the Aircraft Flight Manual", Operating Limitations Section	
6.载荷因子	见《飞机飞行手册》	
Load factors	See Aircraft Flight Manual	
7. 螺旋桨/Propeller		
7.1 型号	2个Hartzell HC-B3TF-7A/T10173F-21R, 或 2 Hartzell HC-B3TF-7A/T10173FN-21R 调速器: 2 个 Woodward model 8210-018 桨毂盖: 2 个 Hartzell model 82A0835-39	
Model	2 Hartzell HC-B3TF-7A/T10173F-21R, or 2 Hartzell HC-B3TF-7A/T10173FN-21R Governors: 2 Woodward model 8210-018 Spinners: 2 Hartzell model 82A0835-39	
7.2 型号合格证	FAA 型号合格证 No.P15EA FAA Type Certificate No. P15EA 中国民航认可证: VTC0196P CAAC Validation Type Certificate: VTC0196P	
Type Certificate		
7.3 桨叶数/Number of blades	3	
7.4 直径	最大 2,032 m (80 in) – 最小 1,981 m (78 in)	
Diameter	不允许再减小 Max 2,032 m (80 in) - Min 1,981 m (78 in) No further reduction permitted	
7.5 转向	顺时针	
Sense of Rotation	Clockwise	
7.6 螺旋桨限制	在站位 0.762m(30in)处, 桨距设置为	
Propeller limits	最大+85° ±1° 最小+8° ±0.5° 最大 Neg. -11° ±0.5° Pitch setting at station 0,762 m (30 in): Max + 85° ± 1° Min + 8° ± 0,5° Max Neg. -11° ± 0,5°	

8.液体/Fluids

8.1 燃油

fuel

MIL-T-5624, JP4 or JP5级

航空涡轮燃油ASTM D-1655, JET A or A1 or B

ASTM D-1655, JP1 和 柴油n.1

紧急情况下: MIL-G-5572C (见FAA TCDS No.E10CE
对于规定的描述)

MIL-T-5624, Grade JP4 or JP5

Aviation Turbine Fuel ASTM D-1655, JET A or A1 or B

ASTM D-1655, JP1 and Diesel n.1

Emergency: MIL-G-5572C (see FAA TCDS No.E10CE
for prescriptions)

Fuel containing Tri-Cresyl-Phosphate additives shall not be
used

8.2 滑油

Oil

MIL-L-7808G 或 MIL-L-23699

MIL-L-7808G or MIL-L-23699

8.3 冷却剂

Coolant

空气

air

9. 液体容量 (见注释 6.3)

Fluid capacities(see Note 6.3)

9.1 燃油

Fuel

总共: 在+0.77m (+30.31in) 处, 848 升 (224U.S.Gal)

[382 升 (101U.S.Gal) /机翼油箱]和

在+0.87m (+34.25in) 处, 42 升 (11U.S.Gal) /
发动机吊舱油箱

不可用: 4 升 (1U.S.Gal) /机翼

Total: 848 Lt (224 U.S.Gal)

[382 Lt (101 U.S.Gal) per wing tank]

at +0,770 m (+30,3 in), and

42 Lt (11 U.S.Gal) per nacelle tank

at +0,870 m (+34,25 in)]

Unusable: 4 Lt (1 U.S.Gal) per wing

9.2 润滑油

Oil

总共: -0,400 m (-15,75 in)处 11,4 Lt (12 U.S.qt)

[5,7 Lt (6 U.S.qt) /发动机]

Total: 11,4 Lt (12 U.S.qt)

[5,7 Lt (6 U.S.qt) per engine] at -0,400 m (-15,75 in)

不适用

9.3 冷却系统容量

Coolant system capacity N/A

10.空速

直到s/n 9004的飞机

最大使用速度 VMO:	
直到 4572 m (15000 ft)	200 KCAS
在 7620 m (25000 ft)	164 KCAS
	在这些点之间直线变化
最小设计机动速度 VA:	157 KCAS
襟翼展态速度 VFE (35°):	131 KCAS
最大起落架放出速度 VLE:	150 KCAS
最大起落架使用速度 VLO:	150 KCAS
最小操纵速度(单发) VMC:	78 KCAS

从 s/n 9005 以后的飞机

最大使用速度 VMO:	
直到 4572 m (15000 ft)	200 KCAS
在 7620 m (25000 ft)	164 KCAS
	在这些点之间直线变化
最小设计机动速度 VA:	141 KCAS
襟翼展态速度 VFE (35°):	131 KCAS
最大起落架放出速度 VLE:	150 KCAS
最大起落架使用速度 VLO:	150 KCAS
最小操纵速度(单发) VMC:	79 KCAS

Air Speeds:

Up to s/n 9004

Maximum operating speed VMO:	
up to 4572 m (15000 ft)	200 KCAS
at 7620 m (25000 ft)	164 KCAS
	Straight line variation between these points 157 KCAS
Design Manoeuvring Speed VA:	157 KCAS
Flap Extended Speed VFE (35°):	131 KCAS
Maximum L/G Extended Speed VLE:	150 KCAS
Maximum L/G Operating Speed VLO:	150 KCAS
Minimum Control Speed (Single Engine) VMC:	78 KCAS

From s/n 9005 onwards

Maximum operating speed VMO:	
up to 4572 m (15000 ft)	200 KCAS
at 7620 m (25000 ft)	164 KCAS
	Straight line variation between these points

Design Manoeuvring Speed VA:	141 KCAS
Flap Extended Speed VFE (35°):	131 KCAS
Maximum L/G Extended Speed VLE:	150 KCAS
Maximum L/G Operating Speed VLO:	150 KCAS
Minimum Control Speed (Single Engine)VMC:	79 KCAS
11.最大运行高度	7620 m (25000 ft)
Maximum Operating Altitude	N/A
12.全天候运行能力	日/夜—VFR、IFR，取决于所安装的设备
Allweather Operations	禁止在结冰条件下飞行
Capability:	Day/Night-VFR, IFR, depending on installed equipment. Flight in icing conditions is prohibited
13.最大重量	
	直到s/n 9004 从s/n 9005以后
滑行和停驻	2875 kg (6338 lb) 3025 kg (6669 lb)
起飞	2850 kg (6283 lb) 3000 kg (6614 lb)
着陆	2850 kg (6283 lb) 2850 kg (6283 lb)
零燃油	2550 kg (5622 lb) 2550 kg (5622 lb)
	Up to s/n 9004 From s/n 9005
Taxi and Ramp:	2875 kg (6338 lb) 3025 kg (6669 lb)
Take-Off:	2850 kg (6283 lb) 3000 kg (6614 lb)
Landing:	2850 kg (6283 lb) 2850 kg (6283 lb)
Zero Fuel:	2550 kg (5622 lb) 2550 kg (5622 lb)
14.重心范围	
<u>直到 s/n 9004</u>	
后部限制	任一重量下，基准面后+0.543m (+21.36in) (35%MAC)
前部限制	重量 2850kg (6283lb) 时，基准面后 +0.372m(+14.65in)(24%MAC) 重量小等于 2150kg (4740lb) 时，基准面后+0.243m (+9.58in) (15.7%MAC) 对于中间重量，重心位置值呈线性变化
<u>从 s/n 9005 以后</u>	
后部限制	任一重量下，基准面后+0.512m (+20.16in) (33%MAC)
前部限制	重量 3025kg (6669lb) 时，基准面后 +0.405m(+15.94in)(26.12MAC) 重量 3000kg (6614lb) 时，基准面后 +0.400m(+15.75in)(25.8MAC) 重量小等于 2150kg (4740lb) 时，基准面后+0.243m

(+9.58in) (15.7%MAC)

对于中间重量, 重心位置值呈线性变化

Up to s/n 9004

Rearward Limits: +0,543 m (+21,36 in) aft of datum (35% MAC)
for any weight

Forward Limits: +0,372 m (+14,65 in) aft of datum (24% MAC)
at 2850 kg (6283 lb)
+0,243 m (+9,58 in) aft of datum (15,7% MAC)
at 2150 kg (4740 lb) or less
with linear variation for intermediate weights

From s/n 9005 onwards:

Rearward Limits: +0,512 m (+20,16 in) aft of datum (33% MAC)
for any weight

Forward Limits: +0,405 m (+15,94 in) aft of datum (26,12% MAC)
at 3025 kg (6669 lb)
+0,400 m (+15,75 in) aft of datum (25,8% MAC)
at 3000 kg (6614 lbs)
+0,243 m (+9,58 in) aft of datum (15,7% MAC)
at 2150 kg (4740 lb) or less
with linear variation for intermediate weights

15.基准面

与机翼前缘相切

Datum

Tangent to the wing leading edge

16.控制面偏转

直到 s/n 9004

襟翼	向下: $35^{\circ} \pm 2^{\circ}$	
副翼	向上: $30^{\circ} \pm 2^{\circ}$	向下: $17^{\circ} \pm 2^{\circ}$
升降舵	向上: $26^{\circ} \pm 1^{\circ}$	向下: $12^{\circ} \pm 1^{\circ}$
升降舵配平片 (升降舵中立)	向上: $10^{\circ} \pm 1^{\circ}$	向下: $39^{\circ} \pm 1^{\circ}$
方向舵	向右: $25^{\circ} \pm 2^{\circ}$	向左: $25^{\circ} \pm 2^{\circ}$
方向舵调整片	向右: $20^{\circ} \pm 2^{\circ}$	向左: $20^{\circ} \pm 2^{\circ}$
副翼调整片 (副翼中立)	向上: $19^{\circ} \pm 2^{\circ}$	向下: $19^{\circ} \pm 2^{\circ}$

从 s/n 9005 以后

襟翼	向下: $35^{\circ} \pm 2^{\circ}$	
副翼	向上: $30^{\circ} \pm 2^{\circ}$	向下: $17^{\circ} \pm 2^{\circ}$
升降舵	向上: $17^{\circ} \pm 1^{\circ}$	向下: $12^{\circ} \pm 1^{\circ}$
升降舵配平片 (升降舵中立)	向上: $15^{\circ} \pm 1^{\circ}$	向下: $39^{\circ} \pm 1^{\circ}$
方向舵	向右: $25^{\circ} \pm 2^{\circ}$	向左: $25^{\circ} \pm 2^{\circ}$

方向舵调整片	向右: $20^{\circ} \pm 2^{\circ}$	向左: $20^{\circ} \pm 2^{\circ}$
副翼调整片 (副翼中立)	向上: $24^{\circ} \pm 2^{\circ}$	向下: $17^{\circ} \pm 2^{\circ}$

Control surface

deflections:

Aircraft up to s/n 9004:

Wing Flaps

Ailerons

Down: $35^{\circ} \square\square 2^{\circ}$

Elevator

Up: $30^{\circ} \square\square 2^{\circ}$ Down: $17^{\circ} \square\square 2^{\circ}$

Elevator Trim Tab(with elevator neutral):

Up: $26^{\circ} \square\square 1^{\circ}$ Down: $12^{\circ} \square\square 1^{\circ}$

Rudder:

Up: $10^{\circ} \square\square 1^{\circ}$ Down: $39^{\circ} \square\square 1^{\circ}$

Rudder tab:

Right: $25^{\circ} \square\square 2^{\circ}$ Left: $25^{\circ} \square\square 2^{\circ}$

Aileron Tab(with aileron neutral):

Right: $20^{\circ} \square\square 2^{\circ}$ Left: $20^{\circ} \square\square 2^{\circ}$

Up: $19^{\circ} \square\square 2^{\circ}$ Down: $19^{\circ} \square\square 2^{\circ}$

Aircraft from s/n 9005:

Wing Flaps

Ailerons

Down: $35^{\circ} \square\square 2^{\circ}$

Elevator

Up: $30^{\circ} \square\square 2^{\circ}$ Down: $17^{\circ} \square\square 2^{\circ}$

Elevator Trim Tab (with elevator neutral):

Up: $17^{\circ} \square\square 1^{\circ}$ Down: $12^{\circ} \square\square 1^{\circ}$

Rudder:

Up: $15^{\circ} \square\square 1^{\circ}$ Down: $39^{\circ} \square\square 1^{\circ}$

Rudder tab:

Right: $25^{\circ} \square\square 2^{\circ}$ Left: $25^{\circ} \square\square 2^{\circ}$

Aileron Tab (with aileron neutral):

Right: $20^{\circ} \square\square 2^{\circ}$ Left: $20^{\circ} \square\square 2^{\circ}$

Up: $24^{\circ} \square\square 2^{\circ}$ Down: $17^{\circ} \square\square 2^{\circ}$

17.水平基准

横向

与座椅轨道交叉

纵向

在 8 号和 9 号框之间, 机身左侧两个螺栓处。

Levelling Means:

Lateral:

Across seat tracks

Longitudinal:

Two screws on the fuselage left side, between frames No.8 and 9

18.最小飞行机组

1 个 (驾驶员)

Minimum Flight Crew

1(Pilot)

19.最多座位数 (见注释 6.4)

11 个

Maximum Seating Capacity:

(对于装载信息, 见《飞机飞行手册》)

(see Note 6.4)

Total 11

(for loading information refer to Aircraft Flight Manual)

20.行李舱/货舱

最大允许载荷

200kg (440lb)

位置	+2.810m(+100.63in)
Baggage/Cargo Compartments:	200 kg (440 lb)
Max Allowable Load:	+2.810 m (+100.63 in)
Location:	

21.机轮和轮胎	见《飞机飞行手册》
Wheel and Tyres	See Aircraft Flight Manual

IV.操作及维护说明/Operating and Service Instructions

1.飞行手册（见注释 6.5） Flight Manual: (see Note 6.5)	直到 s/n 9004 的飞机：文件 doc. p/n NOR10.707-6 从s/n 9005 至s/n 9010飞机：文件doc. p/n NOR10.709-6A s/n 9011以后的飞机：文件doc. p/n AFM10.701-6 最新可应用版本见文件doc. p/n NOR 10.763-1 “P.68 型 飞机技术文件目录” Aircraft up to s/n 9004: doc. p/n NOR10.707-6 Aircraft from s/n 9005 up to s/n 9010: doc. p/n NOR10.707-6A Aircraft from s/n 9011: doc. p/n AFM10.701-6 Refer to doc. p/n NOR10.763-1 “P.68 Variants Index of Technical Publications” for latest applicable revision
2.技术手册 Technical Manual	—飞机维修手册 直到 s/n 9004 的飞机：文件 doc. p/n NOR10.709-6 和所有 可用的补充材料 从s/n 9005 至s/n 9010飞机：文件doc. p/n NOR10.709-6A和所有可用的补充材料 从s/n 9011以后的飞机：文件doc. p/n AMM10.702-4和所有 可用的补充材料 最新可应用版本见文件 doc. p/n NOR 10.763-1 “P.68 型飞机技术文件目录” —服务通告、指南和信函 见文件 doc. p/n NOR10.777-2 “AP68TP 型飞机服务通告、 服务信函和服务指南目录” — Airplane Maintenance Manual: Aircraft up to s/n 9004: doc. p/n NOR10.709-6 and all

	applicable Supplements Aircraft from s/n 9005 up to s/n 9010: doc. p/n NOR10.709-6A and all applicable Supplements Aircraft from s/n 9011: doc. p/n AMM10.702-4 and all applicable Supplements Refer to doc. p/n NOR10.763-1 “P.68 Variants Index of Technical Publications” for latest applicable revision – Service Bulletins, Instructions and Letters Refer to doc. p/n NOR10.777-2 “AP68TP Variants, Index of Service Bulletins, Service Letters and Service Instructions”
3.图解零件目录 Spare Parts Catalogue(IPC)	直到 s/n 9004 的飞机: 文件 doc. p/n NOR10.711-6 s/n 9005以后的飞机: 文件doc. p/n NOR10.711-6 和 doc. p/n NOR10.775-11 最新可应用版本见文件 doc. p/n NOR 10.763-1 “P.68 型飞机技术文件目录”
	Aircraft up to s/n 9004: doc. p/n NOR10.711-6 Aircraft from s/n 9005: doc. p/n NOR10.711-6 plus doc. p/n NOR10.775-11 Refer to doc. p/n NOR10.763-1 “P.68 Variants Index of Technical Publications” for latest applicable revision
4.电器件和主要件 Instruments and aggregates	见可用的 AFM 和 AMM Refer to applicable AFM and AMM

V.注释/Notes

注释 6.1: 型号设计更改的审定基础

NOTE 6.1: CERTIFICATION BASIS OF TYPE DESIGN CHANGES

对于型号设计更改 **No.MOD P68/229** “替换起落架应急放出系统的氮气罐”, 除了 AP68TP-600 审定基础外, 下述适航要求的修正案适用: /For Type Design Change No. MOD P68/229 “Landing gear emergency extension system, nitrogen reservoir replacement”, in addition to AP68TP-600 Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994: §§ 23.1501, 23.1529

JAR 23 Amdt 1 effective 01 February 2001: §§ 23.601, 23.603, 23.605

对于型号设计更改**No.MOD P68/266**“安装Garmin G950 航电系统和用S-Tec 2100 model替换原有自动驾驶仪”，除了AP68TP-600审定基础外，下述适航要求的修正案适用：/For Type Design Change No. MOD P68/266 “Installation of Garmin G950 avionic system and replacement of existing autopilot with S-Tec 2100 model”, in addition to AP68TP-600 Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001:

§§ 23.25, 23.29, 23.301, 23.303, 23.305, 23.307, 23.395, 23.397, 23.405,
23.561, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619,
23.623, 23.625, 23.627, 23.671, 23.677, 23.685, 23.689, 23.729, 23.771,
23.773, 23.777, 23.867, 23.963, 23.1301, 23.1303, 23.1305, 23.1309,
23.1311, 23.1321, 23.1322, 23.1323, 23.1325, 23.1327, 23.1329, 23.1331,
23.1335, 23.1337, 23.1351, 23.1353, 23.1357, 23.1359, 23.1361, 23.1365,
23.1367, 23.1381, 23.1431, 23.1501, 23.1523, 23.1525, 23.1529, 23.1541,
23.1543, 23.1545, 23.1547, 23.1549, 23.1553, 23.1555, 23.1581, 23.1583,
23.1585, 23.1589

专用条件/Special Condition:

2014年11月12日生效的EASA CRI F-52 issue 3 “HIRF保护” [SC-F23.1309-02 issue 1] / EASA CRI F-52 issue 3 dated 12/11/2014 “Protection from the Effects of HIRF” [SC-F23.1309-02 issue 1]

专用条件/Special Condition:

2014年11月12日生效的EASA CRI F-54 issue 3 “闪电防护，间接影响” [SC-F23.1309-03 issue 1] / EASA CRI F-54 issue 3 dated 12/11/2014 “Protection from the Effect of Lightning Strike, Indirect Effect” [SC-F23.1309-03 issue 1]

专用条件/Special Condition:

2014年11月12日生效的EASA CRI B-01 issue 3 “集成航电系统人为因素” [SC-AP68TP-600/04] / EASA CRI B-01 issue 3 dated 12/11/2014 “Human Factors in Integrated Avionics Systems” [SC-AP68TP-600/04]

注释 6.2 对于第一次审查，由适航设计标准（见审定基础）要求的基本设备应安装在飞机上。

此外，还需要下列设备：

- Safe Flight Instrument Corp. 失速前探测器 164 型，或等效仪表
- 飞机飞行手册(见 6.IV)

NOTE 6.2: Basic equipment required by the applicable airworthiness design standard (see certification basis) shall be installed in the aircraft for the first certification.

In addition, the following equipment are required:

- Safe Flight Instrument Corp. pre-stall detector Type 164, or equivalent
- Aircraft Flight Manual (see § 6.IV)

注释 6.3 在确定空重和相关重心位置时，必须包括下面所标出的不可用燃油和发动机未排出的润滑油：

不可用燃油： 在 0.870m (+34.25in) 处 6kg (13.23lb)
未排出的润滑油： 在 0.400m (+15.75in) 处 0.650kg (1.4lb) /油箱

NOTE 6.3: For the determination of the empty weight and associated centre of gravity position, unusable fuel and engine undrainable lubricant must be included as noted below:

Unusable Fuel: 6 kg (13,23 lb) at +0,870 m (+34,25 in)

Undrainable Lubricant: 0,650 kg (1,4 lb) at +0,400 m (+15,75 in) per engine

注释 6.4 AP68TP-600 飞机可以配置为“航测构型”。在此情况下，飞机必须按照可用的《飞行手册的补充》运行。

NOTE 6.4: AP68TP-600 can be equipped as for “Aerial Survey Configuration”. In this case, the aircraft must be operated in compliance with the applicable Flight Manual Supplements.

注释 6.5 下列标牌应安装在驾驶员视野内：“本机必须按正常类飞机运行，应遵守标牌、标记和手册中声明的运行限制。”

此外，所有《飞机飞行手册》中要求的标牌都应安装在正确位置处。

NOTE 6.5: Following placard shall be installed in full view of pilot:

“THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS”

Moreover all placards required in the Aircraft Flight Manual shall be installed in the proper location.

注释 6.6 中文标牌和标识包含在图纸（130-005130 Rev.1）或后续 CAAC 批准的版本中。

NOTE 6.6 Chinese Placards and markings are included in Drawing (130-005130 Rev.1) or later revisions CAAC approved.

第 7 部分 P.68TC Observer

SECTION 7 P.68TC Observer

I.概述/General

1. 衍生型或型别/Variant or Model	P.68TC Observer
2. 适航类别/Airworthiness Category	正常类航空器/Normal Category Aeroplanes
3. 型号合格证持有人/TypeCertificate Holder	VULCANAIR S.P.A. Via Giovanni Pascoli,7 80026-Casoria(Napoli) Italy.
4. 制造商/Manufacture	VULCANAIRS S.P.A. Via Giovanni Pascoli,7 80026-Casoria(Napoli) Italy.
5. 申请审查日期/Certification Application Date	1984.05.24/24 May 1984
6. 当局型号审查日期/National AuthorityType Certificate Date	1985.06.18 (RAI TC No.A151; 1998 年 11 月 25 日重新发布 ENAC TC No.A365) 18 June 1985 (RAI TC No.A151;reissued as ENAC TC No.A 365 dated 25 November 1998

II.审定基础/Certification Basis

1. 确定可使用的要求的参考日期	1984.05.24
Reference Date for determining the applicable requirements	24 May 1984
2. 适航要求 (见注释 7.1)	FAR23 部 (1965 年 2 月 1 日生效), 包括第 23-1 至第 23-6 修正案针对 A、B、C 和 D 分部, 第 23-1 至第 23-18 修正案针对 E、F、G 分部和 23.1309, 第 23-7 修正案针对 23.909,23.1043,23.1047,23.1143,23.1305,23.1527, 23.1583
Airworthiness Requirements(see Note 7.1)	FAR 23 effective 1 February 1965 including Amdt 1 through 6 for Sections A, B, C and D, plus Amdt 1 through 18 for Sections E, F and G, and § 23.1309, plus Amdt 7 for §§ 23.909, 23.1043, 23.1047, 23.1143, 23.1305, 23,1527, 23.1583

3.EASA 专用条件/Special Conditions	无/None
4.EASA 豁免/Exemptions	无/None
5.EASA 偏离/Deviations	无/None
6.EASA 等效安全/Equivalent Safety Findings	无/None
7.所选的符合性要求 Requirements elected to comply:	无/None
8. EASA 环境标准 Environmental Standards	噪声: ICAO 附件 16, 第 1 卷, 第 10 章 燃油和发动机排放: 不适用 Noise:ICAO Annex16, Volume I ,Chapter 10 Fuel venting & engine emission:N/A

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

1.型号设计定义 Type Design Definition	文件 SPEC VA/138/PRD “型号设计构型数据 P.68TC Observer” doc. SPEC VA/138/PRD” Type Design Configuration Data P.68TC Observer”
2.描述 Description	双发（涡轮增压，活塞）。高单翼，固定式前三点起落架 Twin engine(turbocharged, piston), high wing monoplane with fixed tricycle landing gear
3.设备 Equipment	参见《飞机飞行手册》中的设备清单： s/n 直到 394 的飞机见 doc. p/n NOR10.707-4 , 或 s/n 400 的飞机见 doc. p/n NOR10.707-4A, 或 从 s/n 415 到 s/n481 的飞机见 doc. p/n NOR10.707-4B, 或从 s/n 514 以后的飞机见 doc AFM10.701-4。 Refer to Equipment List of “Aircraft Flight Manual”. doc. p/n NOR10.707-4 (up to s/n 394), or doc. p/n NOR10.707-4A (for s/n 400), or doc. p/n NOR10.707-4B (from s/n 415 to s/n 481), or doc AFM10.701-4 (from s/n 514 onwards)
4.尺寸 Dimensions	长: 9.15m(30.02ft) 高: 3.40m(11.15ft) 宽（翼展）: 12.00m(39.37ft) Length: 9.15m(30.02ft)

	Height: 3.40m(11.15ft)
	Width(Wing Span): 12.00m(39.37ft)
5.发动机/Engine	
5.1 型号	2 台 Lycoming TIO-360-C1A6D
Model	2 Lycoming TIO-360-C1A6D
5.2 型号合格证	FAA 型号合格证 No.E16EA
Type Certificate	FAA Type Certificate No.E16EA
	中国民航认可证: VTC0300E
	CAAC Validation Type Certificate: VTC0300E
5.3 限制	在 2575rpm 时 44" Hg (210 HP),
	其它发动机限制见《飞机飞行手册》“运动限制”部分
Limitations	2575 rpm, 44" Hg (210 HP)
	Other engine's limitations are listed in the "Aircraft Flight Manual", Operating Limitations Section
6.载荷因子	见《飞机飞行手册》
Load factors	See Aircraft Flight Manual
7. 螺旋桨/Propeller	
7.1 型号	2 个 Hartzell HC-C2YK-2C(F/FC7666A-0
	调速器:
	2 个 Woodward model ()210655, 或可选
	2 个 Woodward model ()210844
Model	(见注释 7.11)
	桨毂盖: 2 个 Hartzell model 836-29
	Governors:
	2 个 Woodward model ()210655, or alternatively
	2 个 Woodward model ()210844
	(see Note 7.11)
	Spinners:2 Hartzell model 836-29
7.2 型号合格证	FAA 型号合格证 No.P-920
	FAA Type Certificate No. P-920
Type Certificate	中国民航认可证: VTC0156P
	CAAC Validation Type Certificate: VTC0156P
7.3 桨叶数/Number of blades	2
7.4 直径	最大 1.930m (76in) 最小 1.905m (75in)
Diameter	Max 1.930m (76in) Min 1.905m (75in)
7.5 转向	顺时针
Sense of Rotation	Clockwise
7.6 螺旋桨限制	在站位 0.762m(30in)处, 桨距设置为
	最大 +81° ±1°
	最小 +15.9° ±0.1°
(见注释 7.3)	

Propeller limits (see Note 7.3)	Pitch setting at station 0762m(30in): Max +81° ±1° Min +15.9° ±0.1°
8.液体/Fluids	
8.1 燃油 fuel	100 或 100LL 级航空汽油, 根据 Textron Lycoming 公司 服务指南 1070 最新版规定。 Aviation Gasoline, grade 100 or 100LL, in accordance with latest issue of Textron Lycoming Service Instruction 1070
8.2 滑油 Oil	单粘度或多粘度滑油, 根据 Textron Lycoming 公司服务 指南 1014 最新版规定。 Single or multi-viscosity oils, in accordance with latest issue of Textron Lycoming Service Instruction 1014 空气/air
8.3 冷却剂/Coolant	
9. 液体容量/Fluid capacities	
9.1 燃油 (见注释 7.4、7.5、7.8、7.15) Fuel (see Notes 7.4、7.5、7.8、7.15)	总共: 在+0.77m (+30.31in) 处, 538 升 (142U.S.Gal) [269 升 (71U.S.Gal) /机翼油箱] 不可用: 9 升 (2.5U.S.Gal) /机翼油箱 Total: 538 Lt (142 U.S.Gal) [269 Lt (71 U.S.Gal) per wing tank] at +0,770 m (+30,3 in) Unusable: 9 Lt (2,5 U.S.Gal) per wing tank
9.2 润滑油 Oil	总共: 在+0.100m (+4in) 处, 15 升 (16U.S.qt) [7.5 升 (8U.S.qt) /发动机] 不可用: 1.8 升 (1.9U.S.qt) Total: 15 Lt (16 U.S.qt) [7,5 Lt (8 U.S.qt) per engine] at +0,100 m (+4 in) Unusable: 1,8 Lt (1,9 U.S.qt)
9.3 冷却系统容量 Coolant system capacity	不适用 N/A
10.空速 (见注释 7.6)	
不可超越速度 V_{NE} :	193KCAS
最大结构巡航速度 V_{NO} :	153KCAS
最小设计机动速度 V_A :	125KCAS
襟翼展态速度 V_{FE} :	
襟翼 0° - 17°	152KCAS
襟翼 17° - 30°	138KCAS

襟翼 30° – 35°	99KCAS
最小操纵速度（单发）V _{MC} :	63KCAS
Air Speeds:(see Note 7.6)	
Never exceed speed VNE:	193 KCAS
Max structural cruising speed VNO:	153 KCAS
Design Manoeuvring Speed V _A :	125 KCAS
Flap Extended Speed VFE:	
Flaps 0° - 17°:	152 KCAS
Flaps 17° - 30°:	138 KCAS
Flaps 30° - 35°:	99 KCAS
Minimum Control Speed (Single Engine) V _{MC} :	63 KCAS
11.最大运行高度	6096 m (20000 ft)
Maximum Operating Altitude	
12.全天候运行能力（见注释 7.23）	日/夜—VFR、IFR，取决于所安装的设备
Allweather Operations Capability: (see Note 7.23)	禁止在结冰条件下飞行
	Day/Night-VFR, IFR, depending on installed equipment. Flight in icing conditions is prohibited
13.最大重量（见注释 7.6 和 7.18）	
起飞	1960 公斤（4321 磅）
着陆	1860 公斤（4100 磅）
Maximum Weights:(see Note 7.6 and 7.18)	
Take-Off:	1960 kg (4321 lb)
Landing:	1860 kg (4100 lb)
14.重心范围（见注释 7.7 和 7.14）	
后部限制	任一重量下，基准面后+0.526m（+20.7in）(34%MAC)
前部限制	重量 1960kg（4321lb）时，基准面后 +0.325m(+12.8in)(21%MAC) 重量小等于 1600kg（3527lb）时，基准面后+0.26m （+10.25in）（16.8%MAC） 对于中间重量，重心位置值呈线性变化
Centre of Gravity Range:(see Note 7.7 and 7.14)	
Rearward Limits:	+0,526 m (+20,7 in) aft of datum (34% MAC) for any weight
Forward Limits:	+0,325 m (+12,8 in) aft of datum (21% MAC) at 1960 kg (4321 lb) +0,26 m (+10,25 in) aft of datum (16,8% MAC) at 1600 kg (3527 lb) or less with linear variation for intermediate weights
15.基准面	与机翼前缘相切

Datum	Tangent to the wing leading edge
16.控制面偏转	
襟翼	向下: $35^{\circ} \pm 2^{\circ}$
副翼	向上: $30^{\circ} \pm 2^{\circ}$ 向下: $17^{\circ} \pm 2^{\circ}$
平尾 (前缘)	向上: $6^{\circ} \pm 2^{\circ}$ 向下: $16^{\circ} \pm 2^{\circ}$
平尾调整片 (后缘)	向下: $1^{\circ} \pm 1^{\circ}$ (最小)
(相对于平尾弦)	$15^{\circ} \pm 1^{\circ}$ (最大)
方向舵	向右: $25^{\circ} \pm 2^{\circ}$ 向左: $25^{\circ} \pm 2^{\circ}$
方向舵调整片	向右: $30^{\circ} \pm 2^{\circ}$ 向左: $30^{\circ} \pm 2^{\circ}$
Control surface	
deflections:	
Wing Flaps	Down: $35^{\circ} \pm 2^{\circ}$
Ailerons	Up: $30^{\circ} \pm 2^{\circ}$ Down: $17^{\circ} \pm 2^{\circ}$
Stabilator (leading edge)	Up: $6^{\circ} \pm 2^{\circ}$ Down: $16^{\circ} \pm 2^{\circ}$
Stabilator tab (trailing edge)	Down: $1^{\circ} \pm 1^{\circ}$ (min)
(with respect to stabilator chord)	$15^{\circ} \pm 1^{\circ}$ (max)
Rudder:	Right: $25^{\circ} \pm 2^{\circ}$ Left: $25^{\circ} \pm 2^{\circ}$
Rudder tab:	Right: $30^{\circ} \pm 2^{\circ}$ Left: $30^{\circ} \pm 2^{\circ}$
17.水平基准	
横向	与座椅轨道交叉
纵向	在 8 号和 9 号框之间, 机身左侧两个螺栓处。
Levelling Means:	
Lateral:	Across seat tracks
Longitudinal:	Two screws on the fuselage left side, between frames No.8 and 9
18.最小飞行机组	1 个 (驾驶员)
Minimum Flight Crew	1(Pilot)
19.最多座位数 (见注释 7.8)	7 个, 分布如下: -0.950m (-37.4in) 处 2 个, -0.146m (-5.75in) 处 2 个 +0.867m (+34.2in) 处 3 个
Maximum Seating Capacity:	Total 7, distributed as follows:
(see NOTE 7.8)	2 at -0,950 m (-37,4 in), 2 at -0,146 m (-5,75 in), 3 at +0,867 m (+34,2 in)
20.行李舱/货舱	

最大允许载荷	181kg (400lb)
位置	+1.542m(+60.7in)
Baggage/Cargo Compartments:	
Max Allowable Load:	181 kg (400 lb)
Location:	+1,542 m (+60,7 in)
21.机轮和轮胎	见《飞机飞行手册》
Wheel and Tyres	See Aircraft Flight Manual

IV.操作及维护说明/Operating and Service Instructions

1.飞行手册（见注释 7.9）	s/n 直到 394 的飞机见 doc. p/n NOR10.707-4，或
Flight Manual:	s/n 400 的飞机见 doc. p/n NOR10.707-4A，或
(see NOTE 7.9)	s/n 415 到 s/n 481 的飞机见 doc. p/n NOR10.707-4B
	从 s/n 514 以后的飞机见 doc. p/n AFM10.701-4
	最新可应用版本见文件 doc. p/n NOR 10.763-1 “P.68 衍生型飞机技术文件目录”
	Aircraft up to s/n 394: doc. p/n NOR10.707-4
	Aircraft s/n 400: doc. p/n NOR10.707-4A
	Aircraft from s/n 415 to s/n 481: doc. p/n NOR10.707-4B
	Aircraft from s/n 514: doc. p/n AFM10.701-4 Refer to doc. p/n NOR 10.763-1 “P.68 Variants Index of Technical Publications” for latest applicable revision
2.技术手册	—飞机维修手册
Technical Manual	s/n直到394的飞机见doc. p/n NOR10.709-4和
	doc. p/n NOR10.709-1B
	s/n 400 到 s/n 461 的飞机见 doc. p/n NOR10.709-4A 和所有可用的补充材料
	s/n 481 以后的飞机见 doc. p/n AMM10.702-2
	最新可应用版本见文件 doc. p/n NOR 10.763-1 “P.68 衍生型飞机技术文件目录”
	—服务通告、指南和信函
	见文件 doc. p/n NOR10.777-1 “P.68 衍生型飞机服务通告、服务信函和服务指南目录”
	- Airplane Maintenance Manual:
	Aircraft up to s/n 394: doc. p/n NOR10.709-4 plus doc. p/n NOR10.709-1B
	Aircraft from s/n 400 up to s/n 461: doc. p/n NOR10.709-4A and all applicable Supplements
	Aircraft from s/n 481: doc. p/n AMM10.702-2 Refer to

3.图解零件目录

Spare Parts Catalogue(IPC)

doc. p/n NOR10.763-1 “P.68 Variants Index of Technical Publications” for latest applicable revision

- Service Bulletins, Instructions and Letters Refer to doc.

p/n NOR10.777-1 “P.68 Variants, Index of Service Bulletins, Service Letters and Service Instructions”

s/n直到394的飞机见doc. p/n NOR10.711-1和doc. p/n NOR10.711-4

s/n 400 的飞机见 doc. p/n NOR10.711-4A

s/n 415 到 s/n 461 的飞机见 doc. p/n NOR10.711-11A 和 doc. p/n NOR10.711-4

s/n 481 以后的飞机见 doc. p/n IPC10.703-4

最新可应用版本见文件 doc. p/n NOR 10.763-1 “P.68 衍生型飞机技术文件目录

Aircraft up to s/n 394: doc. p/n NOR10.711-1 plus doc. p/n NOR10.711-4

Aircraft s/n 400: doc. p/n NOR10.711-4A

Aircraft from s/n 415 up to s/n 461: doc. p/n NOR10.711-11A plus doc. p/n NOR10.711-4

Aircraft from s/n 481: doc. p/n IPC10.703-4

Refer to doc. p/n NOR 10.763-1 “P.68 Variants Index of Technical Publications” for latest applicable revision.

见可用的 AFM 和 AMM

Refer to applicable AFM and AMM

4.电器件和主要件

Instruments and aggregates

V.注释/Notes

注释 7.1: 型号设计更改的审定基础

NOTE 7.1: CERTIFICATION BASIS OF TYPE DESIGN CHANGES

对于型号设计更改 **No. MOD OBTC/01** “P.68TC Observer—完善改装”, 除了 P.68TC Observer 审定基础外, 下述适航要求的修正案和等效安全水平也适用:

FAR23 Amdt 7: §§ 23.909, 23.1043, 23.1047, 23.1143, 23.1147, 23.1305, 23.1527, 23.1583

FAR23 Amdt 14: §§ 23.507, 23.509

FAR23 Amdt 17: § 23.1322

FAR23 Amdt 20: §§ 23.1321, 23.1401

FAR23 Amdt 31: §§ 23.629

FAR23 Amdt 36: §§ 23.2, 23.561

等效安全水平: FAR23 Amdt 20 (effective 1 Sept. 1977): § 23.1321(a)

FAR36 Amdt 16: Appendix G §§ G36.1, G36.101, G36.103, G36.105, G36.107, G36.109, G36.111, G36.201, G36.203, G36.301

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For Type Design Change No. MOD OBTC/01 “P.68TC Observer – Improvement modifications“, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements and Equivalent Level of Safety are applicable:

FAR23 Amdt 7: §§ 23.909, 23.1043, 23.1047, 23.1143, 23.1147, 23.1305, 23.1527, 23.1583

FAR23 Amdt 14: §§ 23.507, 23.509

FAR23 Amdt 17: § 23.1322

FAR23 Amdt 20: §§ 23.1321, 23.1401

FAR23 Amdt 31: §§ 23.629

FAR23 Amdt 36: §§ 23.2, 23.561

Equivalent Level of Safety: FAR23 Amdt 20 (effective 1 Sept. 1977): § 23.1321(a)

FAR36 Amdt 16: Appendix G §§ G36.1, G36.101, G36.103, G36.105, G36.107, G36.109, G36.111, G36.201, G36.203, G36.301

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对于型号设计更改 No. **MOD P68/14** “安装设备 COM/NAV/GS/GPS GARMIN GNS 430, P/N 010-00139-01”, 除了 P.68TC Observer 审定基础外, 下述适航要求的修正案适用:

1994 年 3 月 11 日生效的 JAR 23

§ § 23.1, 23.601, 23.603, 23.605, 23.611, 23.1301, 23.1309, 23.1311, 23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583, 23.1585

For Type Design Change No. MOD P68/14 “Installation of the equipment COM/NAV/GS/GPS GARMIN GNS 430, P/N 010-00139-01”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994

§ § 23.1, 23.601, 23.603, 23.605, 23.611, 23.1301, 23.1309, 23.1311, 23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583, 23.1585

对于型号设计更改 No. MOD P68/17 “连接机翼油箱”, 除了 P.68TC Observer 审定基础外, 下述适航要求的修正案适用:

1994 年 3 月 11 日生效的 JAR 23

§ § 23.1, 23.601, 23.603, 23.605, 23.609, 23.611, 23.951, 23.953, 23.954, 23.957, 23.959, 23.963, 23.965, 23.967, 23.969, 23.971, 23.975, 23.993, 23.1501, 23.1581, 23.1585

For Type Design Change No. MOD P68/17 “Interconnected Wing Fuel Tanks”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994

§ § 23.1, 23.601, 23.603, 23.605, 23.609, 23.611, 23.951, 23.953, 23.954, 23.957, 23.959, 23.963, 23.965, 23.967,

23.969, 23.971, 23.975, 23.993, 23.1501, 23.1581, 23.1585

对于型号设计更改 **No. MOD P68/18** “安装 Vision Microsystems VM1000、EC100、大气温度计、时钟和油位系统”，除了 P.68TC Observer 审定基础外，下述适航要求的修正案适用：

1994 年 3 月 11 日生效的 JAR 23

§ § 23.1, 23.251, 23.301, 23.303, 23.305, 23.307, 23.561, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.625, 23.955, 23.963, 23.965, 23.993, 23.1163, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1337, 23.1351, 23.1357, 23.1365, 23.1431, 23.1541, 23.1543, 23.1549, 23.1553, 23.1581, 23.1583, 23.1585

FAR 23 Amdt 43 (on elect to comply basis): § 23.1357

FAR 23 Amdt 45 (on elect to comply basis): § 23.1549

FAR 23 Amdt 48 (on elect to comply basis): § 23.611

FAR 23 Amdt 51 (on elect to comply basis): § 23.1305

专用条件: SC P68/F01 “安装 VM 1000 (MOD P68/018)”，参考 1998 年 11 月 18 日发布的 doc. WG-318 “协调 FAA NPRM 和 JAA NPA”；AC/AMJ 20.1317

For Type Design Change No. MOD P68/18 “Vision Microsystems VM1000, EC100, Air Temperature, Chronometer and Fuel Level System Installation”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§ § 23.1, 23.251, 23.301, 23.303, 23.305, 23.307, 23.561, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.625, 23.955, 23.963, 23.965, 23.993, 23.1163, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1337, 23.1351, 23.1357, 23.1365, 23.1431, 23.1541, 23.1543, 23.1549, 23.1553, 23.1581, 23.1583, 23.1585

FAR 23 Amdt 43 (on elect to comply basis): § 23.1357

FAR 23 Amdt 45 (on elect to comply basis): § 23.1549

FAR 23 Amdt 48 (on elect to comply basis): § 23.611

FAR 23 Amdt 51 (on elect to comply basis): § 23.1305

Special Condition: SC P68/F01 “Installation VM 1000 (MOD P68/018)”, ref. doc. WG-318 “Harmonised FAA NPRM and JAA NPA” dated 18/11/1998; AC/AMJ 20.1317

对于型号设计更改 **No. MOD P68/31** “对配平安定面驱动系统进行更改”，除了 P.68TC Observer 审定基础外，下述适航要求的修正案适用：

1994 年 3 月 11 日生效的 JAR 23

§ § 23.405, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.671, 23.677, 23.683, 23.685, 23.689

FAR 23 Amdt 48 (根据选定的符合基础): §§ 23.607, 23.611

For Type Design Change No. MOD P68/31 “Change to the Trim Stabilizer Actuating System”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994

§ § 23.405, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.671, 23.677, 23.683, 23.685, 23.689

FAR 23 Amdt 48 (on elect to comply basis): § § 23.607, 23.611

对于型号设计更改 **No. MOD P68/86** “S-TEC 55X 自动驾驶仪安装”，除了 P.68TC Observer 审定基础外，下述适航要求的修正案适用：

1994 年 3 月 11 日生效的 JAR 23

§ § 23.29, 23.143, 23.253, 23.601, 23.603, 23.605, 23.607, 23.609, 23.685, 23.689, 23.1529, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 18:

§ § 23.1301, 23.1309, 23.1321, 23.1329, 23.1357, 23.1365, 23.1367, 23.1381, 23.1431

FAR 23 Amdt 49: § 23.1359

For Type Design Change No. MOD P68/86 “S-TEC 55X Autopilot Installation”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§ § 23.29, 23.143, 23.253, 23.601, 23.603, 23.605, 23.607, 23.609, 23.685, 23.689, 23.1529, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 18:

§ § 23.1301, 23.1309, 23.1321, 23.1329, 23.1357, 23.1365, 23.1367, 23.1381, 23.1431

FAR 23 Amdt 49: § 23.1359

对于型号设计更改 **No. MOD P68/123** “SAGEM 航电集成驾驶舱安装 (IFR)”，除了 P.68 TC Observer 审定基础外，下述适航要求的修正案和等效安全水平适用：

1994年3月11日生效的JAR 23:

§ § 23.1, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.771, 23.773, 23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1327, 23.1331, 23.1337, 23.1351, 23.1357, 23.1359, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1549, 23.1559, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 17: § 23.1303

专用条件:

JAR 23 Amdt 1 par. 23.1309(e) 根据JAA INT/POL/23/1 [参考2008年3月21日发布的 EASA CRI F-01 issue 3 “HIRF 保护”]

等效安全水平:

1994年3月11日生效的JAR 23 para. 23.1545(b)(1), 23.1545(b)(5),

23.1545(b)(6) [参考2008年3月25日发布的 EASA CRI G-01 issue 8 “Sagem 航电显示空速标记”]

For Type Design Change No. MOD P68/123 “SAGEM Avionics Integrated cockpit installation (IFR)”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements and Equivalent Level Of

Safety are applicable:

JAR 23 effective 11 March 1994:

§ § 23.1, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.771, 23.773, 23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1327, 23.1331, 23.1337, 23.1351, 23.1357, 23.1359, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 1549, 23.1559, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 17: § 23.1303

Special Condition:

JAR 23 Amdt 1 par. 23.1309(e) according to JAA INT/POL/23/1 [ref. EASA CRI F-01 issue 3 dated 21/03/2008 “HIRF protection”]

Equivalent Level Of Safety:

JAR 23 effective 11 March 1994 para. 23.1545(b)(1), 23.1545(b)(5),

23.1545(b)(6) [ref. EASA CRI G-01 issue 8 dated 25/03/2008 “Sagem Avionics Display Airspeed Markings”]

对于型号设计更改 No.MOD P68/126 “Garmin GNS 430W/530W (WAAS)系统安装”，除了 P.68 TC Observer 审定基础外，下述适航要求的修正案适用：

2001年2月1日生效的JAR 23 Amdt 1:

§§ 23.1, 23.601, 23.603, 23.605, 23.611, 23.1301, 23.1309, 23.1311, 23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583, 23.1585, 23.1589

For Type Design Change No. MOD P68/126 “Garmin GNS 430W/530W (WAAS) system installation”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001

§ § 23.1, 23.601, 23.603, 23.605, 23.611, 23.1301, 23.1309, 23.1311, 23.1321, 23.1327, 23.1351, 23.1357, 23.1365, 23.1431, 23.1581, 23.1583, 23.1585, 23.1589

对于型号设计更改 **No.MOD P68/157** “Sagem 玻璃驾驶舱（IFR）内，用 AXITUDE AX1-200 替换 Cross Bow 500GA”，除了 P.68 TC Observer 审定基础外，下述适航要求的修正案适用：

1994年3月11日生效的JAR 23:

§ § 23.1, 23.23, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.1301, 23.1309, 23.1351, 23.1357, 23.1359, 23.1365, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 57 (依据选定的符合基础): § 23.1308

For Type Design Change No. MOD P68/157 “Replacing Cross Bow 500GA with AXITUDE AX1-200 in SAGEM glass cockpit (IFR)”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§ § 23.1, 23.23, 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.1301, 23.1309, 23.1351, 23.1357,

23.1359, 23.1365, 23.1431, 23.1501, 23.1525, 23.1529, 23.1541, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 57 (on elect to comply basis): § 23.1308

对于型号设计更改 **No.MOD P68/223** “固定式氧气系统组件安装”，除了 P.68 TC Observer 审定基础外，下述适航要求的修正案适用：

2001年2月1日生效的JAR 23 Amdt 1：

§§ 23.601, 23.603, 23.605, 23.625, 23.1357, 23.1367, 23.1501, 23.1529, 23.1541, 23.1581, 23.1583, 23.1585

FAR 23 Amdt 9: § 23.1449

FAR 23 Amdt 17: § 23.1309

FAR 23 Amdt 36: § 23.561

FAR 23 Amdt 43: §§ 23.1441, 23.1443, 23.1445

FAR 23 Amdt 49: §§ 23.1447, 23.1451, 23.1453

For Type Design Change No. MOD P68/223 “Fixed oxygen system kit installation”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001:

§ § 23.601, 23.603, 23.605, 23.625, 23.1357, 23.1367, 23.1501, 23.1529, 23.1541, 23.1581, 23.1583, 23.1585

FAR 23 Amdt 9: § 23.1449

FAR 23 Amdt 17: § 23.1309

FAR 23 Amdt 36: § 23.561

FAR 23 Amdt 43: §§ 23.1441, 23.1443, 23.1445

FAR 23 Amdt 49: §§ 23.1447, 23.1451, 23.1453

对于型号设计更改 **No.MOD P68/240** “Garmin G950 航电安装”，除了 P.68 TC Observer 审定基础外，下述适航要求的修正案适用：

2001年2月1日生效的JAR 23 Amdt 1：

§§ 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.623, 23.625, 23.627, 23.771, 23.773, 23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1331, 23.1337, 23.1351, 23.1353, 23.1357, 23.1359, 23.1361, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1547, 23.1549, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 18: §§ 23.1303, 23.1325

专用条件:

2011 年 8 月 3 日发布的 EASA CRI F-01 issue 3 “HIRF 保护 – 集成航电系统” [JAA INT/POL/23/1 issue 1]

专用条件:

2011 年 8 月 3 日发布的 EASA CRI B-01 issue 3 “集成航电系统中的人为因素” [SC/P68 SERIE/04]

For Type Design Change No. MOD P68/240 “Garmin G950 avionics installation”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 Amdt 1 effective 01 February 2001:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.623, 23.625, 23.627, 23.771, 23.773, 23.777, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1327, 23.1331, 23.1337, 23.1351, 23.1353, 23.1357, 23.1359, 23.1361, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1547, 23.1549, 23.1581, 23.1583, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

FAR 23 Amdt 18: §§ 23.1303, 23.1325

Special Condition:

EASA CRI F-01 issue 3 dated 03/08/2011 “HIRF Protection – Integrated Avionics Systems” [JAA INT/POL/23/1 issue 1]

Special Condition:

EASA CRI B-01 issue 3 dated 03/08/2011 “Human Factors in Integrated Avionics Systems” [SC/P68 SERIE/04]

对于型号设计更改 **No.MOD P68/247** “Sagem 航电集成驾驶舱安装的软件更改”，除了 P.68 TC Observer 审定基础外，下述适航要求的修正案适用：

1994 年 3 月 11 日生效的 JAR 23 :

§§ 23.1301, 23.1309, 23.1311, 23.1545, 23.1581, 23.1583

等效安全水平:

1994 年 3 月 11 日生效的 JAR 23 , 23.1545(b)(1), 23.1545(b)(5),

23.1545(b)(6) [参考 2010 年 9 月 29 日发布的 EASA CRI G-01 issue 5 “Sagem 航电显示空速标记”]

For Type Design Change No. MOD P68/247 “Software change to Sagem Avionics integrated cockpit installation”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§ § 23.1301, 23.1309, 23.1311, 23.1545, 23.1581, 23.1583

Equivalent Level Of Safety:

JAR 23 effective 11 March 1994 par. 23.1545(b)(1), 23.1545(b)(5),

23.1545(b)(6) [ref. EASA CRI G-01 issue 5 dated 29/09/2010 “Sagem Avionics Display Airspeed Markings”]

对于型号设计更改 **No.MOD P68/288** “将设计更改 MOD.P68/97 扩展到 P.68 Observer 2 and P68TC Observer 衍生型上”，除了 P.68 TC Observer 相关审定基础外，下述适航要求的修正案适用：

1994 年 3 月 11 日生效的 JAR 23 :

§§ 23.1501, 23.1524, 23.1529, 23.1581, 23.1583, 23.1589

FAR 23 Amdt 7: § 23.572

For Type Design Change No. MOD P68/288 “Extension of MOD.P68/97 applicability to P.68 Observer 2 and P68TC Observer variants”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

JAR 23 effective 11 March 1994:

§§ 23.1501, 23.1524, 23.1529, 23.1581, 23.1583, 23.1589

FAR 23 Amdt 7: § 23.572

对于型号设计更改 **No.MOD P68/311**“PFD 和 MFD 软件升级, 安装带有 ADS-B Out 功能的 GSR56, GRA5500 和 GTX33”, 除了 P.68 TC Observer 审定基础外, 下述适航要求的修正案适用:

2001 年 2 月 1 日生效的 JAR 23 Amdt 1:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613,
23.619, 23.623, 23.625, 23.627, 23.773, 23.867, 23.963, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322,
23.1337, 23.1351, 23.1353, 23.1357, 23.1359, 23.1365, 23.1367, 23.1431, 23.1501, 23.1529, 23.1541, 23.1543, 23.1545,
23.1549, 23.1553, 23.1581, 23.1583, 23.1585, 23.1589

CS-ACNS 首次颁发: 第 1 部分 B 分部; 第 4 部分 D 分部。

专用条件:

2011 年 8 月 3 日发布的 EASA CRI F-01 issue 3 “HIRF 保护 – 集成航电系统” [JAA INT/POL/23/1 issue 1]

专用条件:

2011 年 8 月 3 日发布的 EASA CRI B-01 issue 3 “集成航电系统中的人为因素” [SC/P68 SERIE/04]

For Type Design Change No. MOD P68/311 “PFD and MFD SW update. Installation of GSR56, GRA5500 and GTX33 with ADS-B Out”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are

applicable:

JAR 23 Amdt 1 effective 01 February 2001:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613,
23.619, 23.623, 23.625, 23.627, 23.773, 23.867, 23.963, 23.1301, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322,
23.1337, 23.1351, 23.1353, 23.1357, 23.1359, 23.1365, 23.1367, 23.1431, 23.1501, 23.1529, 23.1541, 23.1543, 23.1545,
23.1549, 23.1553, 23.1581, 23.1583, 23.1585, 23.1589

CS-ACNS Initial Issue: Subpart B Section 1; Subpart D Section 4

Special Condition:

EASA CRI F-01 issue 3 dated 03/08/2011 “HIRF Protection - Integrated Avionics Systems” [JAA INT/POL/23/1 issue 1]

Special Condition:

EASA CRI B-01 issue 3 dated 03/08/2011 “Human Factors in Integrated Avionics Systems” [SC/P68 SERIE/04]

对于型号设计更改 **No.MOD P68/320** “安装 GWX 70R 型气象雷达”, 除了 P.68 TC Observer 审定基础外, 下述

适航要求的修正案适用:

CS 23 Amdt 4: §§ 23.1306, 23.1308, 23.1309

2001 年 2 月 1 日生效的 JAR 23 Amdt 1:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.625, 23.627, 23.867, 23.1301, 23.1351, 23.1353, 23.1357, 23.1359, 23.1365, 23.1367, 23.1431, 23.1501, 23.1529, 23.1581, 23.1585, 23.1589

FAR 23 Amdt 20: § 23.1401

For Type Design Change No. MOD P68/320 “GWX 70R Weather Radar installation”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

CS 23 Amdt 4: §§ 23.1306, 23.1308, 23.1309

JAR 23 Amdt 1 effective 01 February 2001:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.625, 23.627, 23.867, 23.1301, 23.1351, 23.1353, 23.1357, 23.1359, 23.1365, 23.1367, 23.1431, 23.1501, 23.1529, 23.1581, 23.1585, 23.1589

FAR 23 Amdt 20: § 23.1401

对于型号设计更改 **No.MOD P68/321** “将设计更改 MOD.P68/302 的适用性扩展到 P.68 Observer 衍生型上”, 除了 P.68 TC Observer 审定基础外, 下述适航要求的修正案适用:

CS 23 Amdt 4: §§ 23.1306, 23.1308, 23.1309

2001 年 2 月 1 日生效的 JAR 23 Amdt 1:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.771, 23.773, 23.1301, 23.1311, 23.1321, 23.1322, 23.1331, 23.1351, 23.1353, 23.1357, 23.1359, 23.1365, 23.1381, 23.1431, 23.1501, 23.1529, 23.1541, 23.1543, 23.1545, 23.1581, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

CS-ACNS 首次颁发: 第 1 部分 E 分部。

专用条件:

2011 年 8 月 3 日发布的 EASA CRI B-01 issue 3 “集成航电系统中的人为因素” [SC/P68 SERIE/04]

For Type Design Change No. MOD P68/321 “Extension of MOD.P68/302 applicability to P.68 Observer variants”, in addition to P.68TC Observer Certification Basis, the following amendments of airworthiness requirements are applicable:

CS 23 Amdt 4: §§ 23.1306, 23.1308, 23.1309

JAR 23 Amdt 1 effective 01 February 2001:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.771, 23.773, 23.1301, 23.1311, 23.1321, 23.1322, 23.1331, 23.1351, 23.1353, 23.1357, 23.1359, 23.1365, 23.1381, 23.1431, 23.1501, 23.1529, 23.1541, 23.1543, 23.1545, 23.1581, 23.1585, 23.1589

FAR 23 Amdt 7: § 23.1323

CS-ACNS Initial Issue: Subpart E Section 1

Special Condition:

EASA CRI B-01 issue 3 dated 03/08/2011 “Human Factors in Integrated Avionics Systems” [SC/P68 SERIE/04]

对于型号设计更改 **No.MOD P68/328** “佳明 G1000 Nxi 和 GFC700 型自动驾驶仪安装”，除了 P.68R Observer 审定基础外，下述适航要求的修正案适用：

CS 23 Amdt 4: §§ 23.1306, 23.1308, 23.1309

2001 年 2 月 1 日生效的 JAR 23 Amdt 1:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.771, 23.773, 23.777, 23.963, 23.1301, 23.1305, 23.1311, 23.1321, 23.1322, 23.1327, 23.1331, 23.1337, 23.1351, 23.1353, 23.1357, 23.1359, 23.1361, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1547, 23.1549, 23.1581, 23.1583, 23.1585, 23.1589

1994 年 3 月 11 日生效的 JAR 23:

§ § 23.685, 23.689

FAR 23 Amdt 17: § 23.1303

CS-ACNS 首次颁发: 第 1 部分 B 分部; 第 2 部分 D 分部; 第 3 部分 D 分部; 第 1 部分 E 分部。

AA TGL-10: §§ 6.1, 6.2, 6.3, 7.1, 7.2, 8.1, 8.1.1, 8.1.2, 8.2, 8.3, 8.4, 8.5, 9

AMC 20-27A: §§ 6.1, 6.2.1, 6.2.2, 6.3.1, 6.4, 6.5, 7.1, 7.2, 7.3, 7.4, 8.2, 8.4, 8.4.1, 8.4.2, 8.4.3, 9

AMC 20-28: §§ 6.1, 6.2.1, 6.2.2, 6.2.3, 6.3, 6.3.1, 6.3.2, 6.3.3, 6.4, 6.5, 7.1, 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 9

AMC 20-15: §§ 4, 5, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 7, 8, 9

2011 年 8 月 3 日发布的 EASA CRI B-01 issue 3 “集成航电系统中的人为因素” [SC/P68 SERIE/04]

For Type Design Change No. MOD P68/328 “Garmin G1000 Nxi and GFC700 autopilot installation”, in addition to P.68R Certification Basis, the following amendments of airworthiness requirements are applicable:

CS 23 Amdt 4: §§ 23.1306, 23.1308, 23.1309

JAR 23 Amdt 1 effective 01 February 2001:

§ § 23.25, 23.29, 23.601, 23.603, 23.605, 23.607, 23.609, 23.611, 23.613, 23.619, 23.623, 23.625, 23.627, 23.771, 23.773, 23.777, 23.963, 23.1301, 23.1305, 23.1311, 23.1321, 23.1322, 23.1327, 23.1331, 23.1337, 23.1351, 23.1353, 23.1357, 23.1359, 23.1361, 23.1365, 23.1367, 23.1381, 23.1431, 23.1501, 23.1523, 23.1525, 23.1529, 23.1541, 23.1543, 23.1545, 23.1547, 23.1549, 23.1581, 23.1583, 23.1585, 23.1589

JAR 23 Amdt 0 effective 11 March 1994:

§ § 23.685, 23.689

FAR 23 Amdt 17: § 23.1303

CS-ACNS Initial Issue: Subpart B Section 1; Subpart D Section 2; Subpart D; Section 3; Subpart E Section 1

JAA TGL-10: §§ 6.1, 6.2, 6.3, 7.1, 7.2, 8.1, 8.1.1, 8.1.2, 8.2, 8.3, 8.4, 8.5, 9

AMC 20-27A: §§ 6.1, 6.2.1, 6.2.2, 6.3.1, 6.4, 6.5, 7.1, 7.2, 7.3, 7.4, 8.2, 8.4, 8.4.1, 8.4.2, 8.4.3, 9

AMC 20-28: §§ 6.1, 6.2.1, 6.2.2, 6.2.3, 6.3, 6.3.1, 6.3.2, 6.3.3, 6.4, 6.5, 7.1, 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 9

AMC 20-15: §§ 4, 5, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 7, 8, 9

Special Condition:

EASA CRI B-01 issue 3 dated 03/08/2011 “Human Factors in Integrated Avionics Systems” [SC/P68 SERIE/04]

注释 7.2 对于第一次审查，由适航设计标准（见审定基础）要求的基本设备应安装在飞机上。

此外，还需要下列设备：

- Safe Flight Instrument Corp. 失速前探测器 164 型，或等效仪表
- 飞机飞行手册(见 7.IV)

NOTE 7.2 Basic equipment required by the applicable airworthiness design standard (see certification basis) shall be installed in the aircraft for the first certification.

In addition, the following equipment are required:

- Safe Flight Instrument Corp. pre-stall detector Type 164, or equivalent
- Aircraft Flight Manual (see § 7.IV)

注释 7.3 实施了型号设计更改 MOD OBTC/01 的飞机不允许减小。

NOTE 7.3 No reduction permitted for aircraft embodying the Type Design Change MOD OBTC/01.

注释 7.4 在确定空重和相关重心位置时，必须包括下面所标出的不可用燃油和发动机未排出的润滑油：

直到 s/n400

不可用燃油：

对于机翼主油箱，在 0.770m (+30.3in) 处 12.9kg (28.44lb)

对于机翼副油箱，在 0.770m (+30.3in) 处 5.7kg (12.57lb)

(见注释 7.5 和 7.8)

未排出的润滑油： 在 0.100m (+4in) 处 0.454kg (1lb)

从 s/n415 以后

不可用燃油(见注释 7.14)：

对于标准航程构型，在 0.770m (+30.3in) 处 12.9kg (28.44lb)

对于长航程构型，在 0.770m (+30.3in) 处 18.7kg (41.23lb)

(见注释 7.5 和 7.8)

未排出的润滑油： 在 0.100m (+4in) 处 0.454kg (1lb)

NOTE 7.4 For the determination of the empty weight and associated centre of gravity position, unusable fuel and engine undrainable lubricant must be included as noted below:

Aircraft up to s/n 400

Unusable Fuel:

12,9 kg (28,44 lb) at +0,770 m (+30,3 in) for the main wing tanks and

5,7 Kg (12,57 lb) at +0,770 m (+30,3 in) for the auxiliary wing tank

(see Notes 7.5 and 7.8)

Undrainable Lubricant: 0,454 kg (1 lb) at +0,100 m (+4 in)

Aircraft from s/n 415

Unusable Fuel: (see Note 7.14)

12,9 kg (28,44 lb) at +0,770 m (+30,3 in) for Standard Range Configuration

18,7 Kg (41,23 lbs) at +0,770 m (+30,3 in) for Long Range Configuration

Undrainable Lubricant: 0,454 kg (1 lb) at +0,100 m (+4 in)

注释7.5 P.68TC Observer飞机直到并含s/n 394可以装有带输送泵(Kit P/N 68-034) 的翼下副油箱，但应遵守下列附加限制：

- 空速:

不许超越速度 VNE: 175 KCAS

其它空速没有变化.

- 燃油量:

总燃油量 738 Lt (195 U.S.Gal) ， 分布如下:

2 个机翼主油箱: 在+0,770 m (+30,3 in)处, 269 Lt (71 U.S.Gal)/油箱

不可用: 9 Lt (2,5 U.S. gal) /油箱

2 Under-Wing Tanks: +0,440 m (+17,3 in)处, 100 Lt (26 U.S.Gal) /油箱

不可用: 0 Lt /油箱

NOTE 7.5 P.68TC Observer aircraft up to and including s/n 394, can be equipped with under-wing auxiliary fuel tanks with transfer pumps (Kit P/N 68-034) with the following additional limitations:

- Air Speeds:

Never exceed speed VNE: 175 KCAS

Other air speeds are unchanged.

- Fuel Capacity:

Total fuel capacity is 738 Lt (195 U.S.Gal) distributed as follows:

2 Main Wing Tanks: 269 Lt (71 U.S.Gal) per tank at +0,770 m (+30,3 in)

Unusable: 9 Lt (2,5 U.S. gal) per tank

2 Under-Wing Tanks: 100 Lt (26 U.S.Gal) per tank at +0,440 m (+17,3 in)

Unusable: 0 Lt per tank

注释 7.6 对于实施了型号设计更改 MOD OBTC/01 的 P.68TC Observer 飞机，应使用下列限制：

- 空速:

不许超越速度 VNE: 194 KCAS

最大结构巡航速度 VNO: 154 KCAS

最小设计机动速度 VA: 132 KCAS

襟翼展态速度VFE:

襟翼 15°, 152 KCAS

襟翼 35° , 103 KCAS

最小操纵速度(单发) VMC: 64 KCAS

- 最大重量:

滑行和停驻: 2100 kg (4630 lb)

起飞: 2084 kg (4594 lb)

着陆: 1980 kg (4365 lb)

- 重心范围:

后部限制: 对任何重量, 基准面后+0,481 m (+18,92 in) (31% MAC)

前部限制: 重量2100 kg (4630 lb)时, 基准面后+0,351 m (+13,81 in) (22,65% MAC)

重量2084 kg (4594 lb)时, 基准面后+0,348 m (+13,71 in) (22,45% MAC)

重量1600 kg (3527 lb)时, 基准面后+0,260 m (+10,25 in) (16,8% MAC)

对于中间重量, 重心位置值呈线性变化。

NOTE 7.6 For P.68TC Observer aircraft embodying the Type Design Change

MOD OBTC/01, the following limitations apply:

- Air Speeds:

Never exceed speed VNE: 194 KCAS

Maximum structural cruising speed VNO: 154 KCAS

Design Manoeuvring Speed VA: 132 KCAS

Flap Extended Speed VFE:

Flaps 15° 152 KCAS

Flaps 35° 103 KCAS

Minimum Control Speed(Single Engine) VMC: 64 KCAS

- Maximum Weights:

Taxi and Ramp: 2100 kg (4630 lb)

Take-Off: 2084 kg (4594 lb)

Landing: 1980 kg (4365 lb)

- Centre of Gravity Range:

Rearward Limits: +0,481 m (+18,92 in) aft the datum (31% MAC) for any weight

Forward Limits: +0,351 m (+13,81 in) aft the datum (22,65% MAC) at 2100 kg (4630 lb)

+0,348 m (+13,71 in) aft the datum (22,45% MAC) at 2084 kg (4594 lb)

+0,260 m (+10,25 in) aft the datum (16,8% MAC) at 1600 kg (3527 lb) or less

with linear variation for intermediate weights

对于实施了型号设计更改 MOD P68/61 的 P.68TC Observer 飞机(重量减少至 1990kg), 应使用下列限制:

- 最大起飞重量: 1990 kg (4387 lb)

-重心范围:

前部限制: 重量1990 kg (4387 lb)时, 基准面后+0,331 m (+13,03 in) (21,3% MAC)

For P.68TC Observer aircraft embodying the Type Design Change MOD.P68/61 (reduction of weight to 1990 kg), the following limitations are updated:

- Maximum Weights: Take-Off: 1990 kg (4387 lb)

- Centre of Gravity Range: Forward Limits: +0,331 m (+13,03 in) aft the datum (21,3% MAC) at 1990kg (4387 lb)

注释 7.7a对于实施了型号设计更改MOD OBTC/01的P.68TC Observer飞机, 座位数是6, 位置分布如下:

2 个在-0,950 m (-37,4 in)处, 2 个在-0,146 m (-5,75 in) 处, 2 个在+0,867 m (+34,2 in) 处

NOTE 7.7a For P.68TC Observer aircraft embodying the Type Design Change MOD OBTC/01, the number of seats is 6,

distributed as follows:

2 at -0,950 m (-37,4 in), 2 at -0,146 m (-5,75 in), 2 at +0,867 m (+34,2 in)

注释 7.7b对于实施了型号设计更改MOD P68/288的P.68TC Observer飞机（从s/n 415开始），或者实施了服务通告SB155的内容，座位数是7，位置分布如下：

2 个在-0,950 m (-37,4 in)处, 2 个在-0,146 m (-5,75 in) 处, 3 个在+0,867 m (+34,2 in) 处

NOTE 7.7b: For P.68TC Observer aircraft (from s/n 415 onwards) embodying the Type Design Change MOD P68/288 or applying SB 155, the number of seats is 7, distributed as follows:

2 at -0,950 m (-37,4 in), 2 at -0,146 m (-5,75 in), 3 at +0,867 m (+34,2 in)

注释7.8 根据型号设计更改MOD OBTC/01改装的P.68TC Observer飞机可以装有两个带有输送泵(Kit P/N 68-050)的副油箱：全部油量为696 Lt (184 U.S.Gal)，分布如下：

- 2 个机翼主油箱：

在 +0,770 m (+30,3 in)处，296 Lt (71 U.S.Gal) /油箱

不可用: 9 Lt (2,5 U.S.Gal) /油箱

- 2个机翼副油箱：

在 +0,770 m (30,3 in) 处，79 Lt (21 U.S.Gal) /油箱

不可用: 9 Lt (2,5 U.S.Gal) /油箱

当安装了副油箱时，《飞机飞行手册》必须包括补充资料 L.

NOTE 7.8 P.68TC Observer aircraft modified as per Type Design Change MOD OBTC/01 can be equipped with two auxiliary fuel tanks with transfer pumps (Kit P/N 68-050); the total fuel capacity is 696 Lt (184 U.S.Gal) distributed as follows:

- 2 Main Wing Tanks:

296 Lt (71 U.S.Gal) at +0,770 m (+30,3 in) per tank

Unusable: 9 Lt (2,5 U.S.Gal) per tank

- 2 Auxiliary Wing Tanks:

79 Lt (21 U.S.Gal) at +0,770 m (30,3 in) per tank

Unusable: 9 Lt (2,5 U.S.Gal) per tank

注释 7.9

— 对于实施了服务通告 No.77 “货物版本”的 P.68TC Observer 飞机，《飞机飞行手册》必须包括补充资料 M。

— 对于实施了型号设计更改 OBTC/02 rev.1 “客舱强制空气加热系统”的 P.68TC Observer 飞机，《飞机飞行手册》必须包括被批准的补充资料 N。

NOTE 7.9

- For P.68TC Observer embodying Service Bulletin No.77 “Cargo Version”, the Aircraft Flight Manual shall include the Supplement M.

- For P.68TC Observer embodying Type Design Change OBTC/02 rev.1 “Cabin forced air heating system”, the Aircraft

Flight Manual must include the approved Supplement N.

注释 7.10 下列标牌应安装在驾驶员视野内:

“本机必须按正常类飞机运行, 应遵守标牌、标记和手册中声明的运行限制。”

此外, 所有《飞机飞行手册》中要求的标牌都应安装在正确位置处。

NOTE 7.10 Following placard shall be installed in full view of pilot:

“THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS”

Moreover all placards required in the Aircraft Flight Manual shall be installed in the proper location.

注释 7.11 从 s/n 442 以后的 P.68TC Observer 飞机出厂时可以配有调节器“MT-Propeller” (根据更改 No. MOD P68/125): P-881-29 (左和右)。

NOTE 7.11 P.68TC Observer aircraft from s/n 442 onwards may be equipped since new with governors “MT-Propeller” (as per Change No. MOD P68/125): P-881-29 (left & right).

注释 7.12 从 s/n 415 以后的 P.68TC Observer 飞机出厂时可以配有一套 “Vision Microsystems VM1000、EC100、大气温度计、时钟和油位系统” 电子动力装置仪表系统, 来代替标准动力装置仪表 (根据型号设计更改 No. MOD P68/18)

NOTE 7.12 P.68TC Observer aircraft from s/n 415 onwards may be equipped since new with a “Vision Microsystems VM1000, EC100, Air Temperature, Chronometer and Fuel Level System” electronic powerplant instrumentation system, in lieu of the standard powerplant instrumentation (as per Type Design Changes No. MOD P68/18).

注释 7.13 从 s/n 442 以后的 P.68TC Observer 飞机出厂时可以配被批准用于 IFR 运行的 SAGEM 航电集成显示系统, 该系统代替标准仪表盘布局 (根据型号设计更改 No. MOD P68/123 和 MOD P68/157)。

NOTE 7.13 P.68TC Observer aircraft from s/n 442 onwards may be equipped since new with a SAGEM Avionics Integrated Display System approved for IFR operations, in lieu of the standard instrument panel layout (as per Type Design Changes No. MOD P68/123 and MOD P68/157).

注释 7.14 从 s/n 442 以后的 P.68TC Observer 飞机出厂时可以配备一套 S-Tec 55X 自动驾驶仪 (根据型号设计更改 No. MOD P68/86)。

NOTE 7.14 P.68TC Observer aircraft from s/n 442 onwards may be equipped since new with a S-Tec 55X Autopilot (as per Type Design Change No. MOD P68/86).

注释 7.15 从 s/n 415 以后的 P.68TC Observer 飞机 (实施了 MOD P68/17), 两个机翼油箱构型被批准:

- 标准航程

总燃油量: 在 t +0,770 m (+30,3 in) 处, 538 Lt (142 U.S.Gal)

总不可用油量: 18 Lt (4,7 U.S.Gal)

- 长航程

总燃油量: 在 +0,770 m (+30,3 in) 处, 696 Lt (184 U.S.Gal)

总不可用油量: 26 Lt (6,9 U.S.Gal)

NOTE 7.15 For P.68TC Observer aircraft from s/n 415 onwards (embodying MOD P68/17) two wing tank configurations are approved:

- STANDARD RANGE

Total fuel capacity: 538 Lt (142 U.S.Gal) at +0,770 m (+30,3 in)

Total unusable fuel: 18 Lt (4,7 U.S.Gal)

- LONG RANGE

Total fuel capacity: 696 Lt (184 U.S.Gal) at +0,770 m (+30,3 in)

Total unusable: 26 Lt (6,9 U.S.Gal)

注释 7.16 从 s/n 415 以后的 P.68TC Observer 飞机出厂时或实施了 Vulcanair 服务通告 No.193 可以配置固定式氧气系统组件（根据型号设计更改 No. MOD P68/223）

NOTE 7.16 P.68TC Observer aircraft from s/n 415 onwards may be equipped since new or applying Vulcanair Service Bulletin No.193 with a fixed oxygen system kit (as per Type Design Change No. MOD P68/223).

注释 7.17 从 s/n 472 以后的 P.68TC Observer 飞机出厂时可以配备 GARMIN G950 集成驾驶舱系统（根据型号设计更改 No. MOD P68/240）

NOTE 7.17 P.68TC Observer aircraft from s/n 472 onwards may be equipped since new with Garmin G950 Integrated Flight Deck System (as per Type Design Change No. MOD P68/240).

注释 7.18 从 s/n 415 以后，最大零油重量（MZFW）1967kg 的 P.68TC Observer 飞机可获得批准（根据型号设计更改 No. MOD P68/288）

NOTE 7.18: P.68TC Observer aircraft from s/n 415 onwards are approved for a Maximum Zero Fuel Weight (MZFW) of 1967 kg (as per Type Design Change No. MOD P68/288).

注释 7.19 从 s/n 481 以后可能配备 MidContinent MD302 数字三重待机仪表（根据型号设计更改 No. MOD P68/321）

NOTE 7.19: P.68TC Observer aircraft from s/n 481 onwards may be equipped with MidContinent MD302 digital triple stand-by instrument (as per Type Design Change No. MOD P68/321).

注释 7.20 从 s/n 495 以后可能配备佳明 GSR56 卫星收发器和/或佳明 GRA5500 雷达测高计（根据型号设计更改 No. MOD P68/311）

NOTE 7.20: P.68TC Observer aircraft from s/n 495 onwards may be equipped with Garmin GSR56 Satellite Transceiver and/or Garmin GRA5500 Radar Altimeter (as per Type Design Change No. MOD P68/311).

注释 7.21 从 s/n 495 以后可能配备佳明 GWX70R 气象雷达，安装在翼尖上（根据型号设计更改 No. MOD P68/320）

NOTE 7.21: P.68TC Observer aircraft from s/n 495 onwards may be equipped with Garmin GWX70R Weather Radar installed in the wing tip (as per Type Design Change No. MOD P68/320).

注释 7.22: 从 s/n 514 以后配备佳明 G1000 NXi 型集成电控油门系统和 GFC700 型自动驾驶仪（根据型号设计更改 No. MOD P68/328）

NOTE 7.22: P.68TC Observer aircraft from s/n 514 onwards are equipped since new with Garmin G1000 NXi Integrated Flight Deck System and GFC700 Autopilot (as per Type Design Change No. MOD P68/328).

注释 7.23: 安装 Garmin G1000 NXi 航空电子系统的 P.68TC Observer 飞机被批准用于以下 PBN 运行:

P-RNAV (RNAV 1, RNP 1):在指定的欧洲空域进行精确的 RNAV 运行, 包括离场、进场和进近, 直至最后进近到停止点

- RNP APCH LNAV:无垂直制导的 GPS 非精确进近
- RNP APCH LNAV/VNAV:垂直制导的 APV BARO(基于 SBAS)
- RNP APCH LPV:垂直制导的 APV SBAS 定位性能

NOTE 7.23: P.68TC Observer aircraft installing Garmin G1000 NXi avionics system are approved for the following PBN Operations:

- P-RNAV (RNAV 1, RNP 1): Precision RNAV Operations in designated European Airspace including departures, arrivals, and approaches up to the point of the Final Approach Fix
- RNP APCH LNAV: GPS Non-Precision Approach without vertical guidance
- RNP APCH LNAV/VNAV: APV BARO with vertical guidance (based on SBAS)
- RNP APCH LPV: APV SBAS Localizer Performance with vertical guidance

注释 7.24: 从 s/n 514 以后配备佳明 GTS8000 ACAS II 系统 (根据型号设计更改 No. MOD P68/328)

NOTE 7.24: P.68TC Observer aircraft from s/n 514 onwards may be equipped with Garmin GTS8000 ACAS II system (as per Type Design Change No. MOD P68/328).

- THE END -