

中国民用航空局
CIVIL AVIATION ADMINISTRATION OF CHINA

型号认可证数据单

THE VALIDATION DATA SHEET

编号/No: VTC0302A

版次/Revision: 0

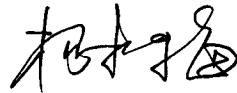
型号/Type:

PA-46-350P

PA-46-500TP

PA-46R-350T

批准人/Approved By: Yang Zhenmei



职务/Title: Deputy Director General of
CAAC-AAD

日期/Date: 2014-08-12

本数据单是型号认可证（编号：VTC0302A）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状态和限制。

This data sheet, which is part of Validation of Type Certificate (No: VTC0302A), prescribes condition and limitation under which the product for which the type certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulation.

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

Piper Aircraft, Inc.
2926 Piper Drive
Vero Beach, Florida 32960
The United States of America

有效页清单/ List of effective pages

页数/Pages	1	2	3	4	5	6	7	8	9	10
版次/Revision	0	0	0	0	0	0	0	0	0	0
页数/Pages	11	12	13	14	15	16	17	18	19	
版次/Revision	0	0	0	0	0	0	0	0	0	

第1部分 概述

SECTION 1 GENERAL

1. CAAC认可数据单和型号合格证数据单

CAAC Validation Data Sheet and Type Certificate Data Sheet

	中国民用航空局认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前 Current	No.VTC0302A, 版次 0, 2014 年 8 月 12 日颁发	No. A25SO, 版本: 23, 2012 年 8 月 22 日颁发 No. A25SO, Revision 23, Date of Issue: 2012-8-22
历史 History	无	无

2. 类别/Category: 正常类/ Normal Category
3. 认可当局/Validation Authority: 中国民用航空局/CAAC
审定当局/Certifying Authority: 美国联邦航空局/FAA
4. 型号合格证持有人/Type Certificate Holder: Piper Aircraft, Inc.
2926 Piper Drive
Vero Beach, Florida 32960
The United States of America
6. ETOPS: 不适用/Not applicable
7. CAAC 专用要求/Special Requirements:

交付到中国的每一航空器须满足下述特殊要求:

Each of aircraft delivered to China shall meet the following special requirements

- (1) 必须满足中国民用航空局的运行要求 (例如标记标牌的中文要求)。The operational requirements of CAAC must be met (e.g. Chinese language requirements for markings and placards).
- (2) 对 PA-46-500TP 机型, 飞机批准的可用燃油包含“中国国标 3 号燃油-GB6537-2006”的规范。The approved fuel for PA-46-500TP model is conforming to Specification “PRC National Standard No.3 Jet Fuel-GB6537-2006”.

SECTION 2

发动机/Engines 泰克斯莱康明公司，型号合格证：No. E14EA；CAAC 型号认可证 VTC0027E。型号为：/ Textron Lycoming, TC No. E14EA, Model: TIO-540-AE2A, CAAC VTC No. VTC0027E.

发动机限制/ Engine Limits

所有使用状态: / For all operations:

- 从海平面到20,600英尺, 2500转/分 和42.0" 汞柱歧管压力 (350 马力)。/ 2500 RPM and 42.0" Hg MAP (350 HP), sea level to 20,600 ft.
- 从20,600英尺到25,000英尺, 高度增加, 功率为42-1.6"汞柱歧管压力/1000英尺。/ 42 - 1.6" Hg MAP decrease per each 1000 ft. altitude increase, 20,600 ft. to 25,000 ft.

燃油/ Fuel 100/100LL最低等级航空汽油。/ 100/100LL minimum grade aviation gasoline.

螺旋桨和螺旋桨限制/
Propeller and
Propeller Limits

• 哈兹热尔螺旋桨, 型号合格证编号: P33EA, 桨毂HC-I3Y1R-1N, 桨叶N7605K+2或N7605CK+2, 3叶桨, CAAC型号认可证VTC 0285P。飞机交付序列号: 4636460, 4636463及后续。/Hartzell, TC No. P33EA, Hub HC-I3Y1R-1N, Blade N7605K+2, or N7605CK+2, 3-blade, CAAC VTC No. VTC0285P, Serial Numbers 4636460, 4636463 and up

桨叶角/Pitch: $38.0^{\circ} \pm 1.0^{\circ} \geq \psi \geq 14.0^{\circ} \pm 0.2^{\circ}$, 在 30 英寸处。
High $38.0^{\circ} \pm 1.0^{\circ}$ Low $14.0^{\circ} \pm 0.2^{\circ}$ at 30" station.

直径/Diameter: 80"

桨帽/Spinner: 哈兹热尔 D-6750-1P. / Hartzell D-6750-1P.

调速器/Governor: 哈兹热尔型号 V-5-2, V-11-1 or S-1-30
Hartzell Model V-5-2, V-11-1 or S-1-30

空速限制(指示空速)	V _{NE} (不许超越速度/Never exceed speed)	198
节)/ Airspeed Limits	V _{NO} (最大结构巡航速度/Maximum structural cruising speed)	168
(KIAS)	V _A (机动速度/Maneuvering speed)(4340lb)(S/N 4636196 & up)	133
	V _A (机动速度/Maneuvering speed)(4300lb)	133
	V _A (机动速度/Maneuvering speed)(2450lb)	100
	V _{FE} (襟翼放下速度/Flap extended speed)	116
	V _{LO} (最大起落架工作速度/Maximum Landing Gear Operation)	
	放下/Extension	165
	收起/Retraction	126
	V _{LE} ((最大起落架放下速度/Flap extended speed)	195

重心范围(起落架放下)/ G. Range (Gear extended)	重量/WT. (磅/LB.)	前限/ FWD. LIMIT 英寸, 基准点后/ IN. AFT OF DATUM	后限/ AFT LIMIT 英寸, 基准点后/ IN. AFT OF DATUM
	4300 (4340)	143.3 in. (144.1 in)	147.1 in.
	4100 (4123)	139.1 in. (139.6 in)	147.1 in.

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	4000	137.0 in.	146.5 in.
	2450	130.7 in.	137.6 in
	2400	130.7 in.	137.3 in.
	注释: 括号内的数据适用于交付序号 4636196 及后续飞机。/Note: Numbers in parentheses apply to serial numbers 4636196 and up.		
空机重量重心范围/ Empty Weight C.G. Range	无/None		
最大重量/ Maximum Weight(磅/lb)	滑行/ Ramp :	4318.	(4358)
	起飞/Takeoff:	4300.	(4340)
	着陆/Landing :	4100.	(4123)
	注释: 括号内的数据适用于交付序号 4636196 及后续飞机。/Note: Numbers in parentheses apply to serial numbers 4636196 and up.		
座位数量/ No. of Seats	6 座(2 座位于 +135.5 处, 2 座位于+177.0 处, 2 座位于+218.75 处) / 6 (2 at +135.5, 2 at +177.0, 2 at +218.75)		
最大行李重量/ Maximum Baggage	100 磅, 前部位于(+88.6)处 / 100 lb. at (+88.6) (Fwd.) 100 磅, 后部位于(+248.23)处 / 100 lb. at (+248.23) (Aft)		
燃油量/ Fuel Capacity	122加仑, 2机翼油箱, 位于(+150.31)处。/ 122 gals. at (+150.31) (2 wing tanks) 见注释 1 燃油系统数据。/See NOTE 1 for data on system fuel.		
滑油量/ Oil Capacity	12夸脱, 位于(+53.5)处。/12 qts. at (+53.5) 见注释 1 滑油系统数据。/See NOTE 1 for data on system oil.		
最大使用高度/ Maximum Operating Altitude	25,000 英尺/ ft.		
最大座舱使用压差/ Maximum Cabin Operating Pressure Differential	5.5 (+0.1, -0.15) (磅/英寸 2) /5.5 PSID (+0.1, -0.15)		
操纵面偏度/ Control Surface Movements	副翼/Aileron: (±1.0°) 上偏/Up: 18.0° 下偏/Down: 18.0° 升降舵/Elevator: (±0.5°) 上偏/Up: 23.5° 下偏/Down: 14.5° 方向舵/Rudder: (+1°, -0°) 左偏/Left: 26.0° 右偏/Right: 30.0° 升降舵配平调整片/Elevator Trim Tap: (+0°, -1°) (中立/Elevator Neutral) 下偏/ Down 24.5° 上偏/Up: 19.0° 襟翼/Wing Flaps: 上偏/Up: 0° (±1.0°) 下偏/Down: 10° (±2.0°) 20° (+2°, -0°) 36° (+0°, -1°)		

制造交付序号/ Manufacturer's Serial Numbers 从 4622001 到 4622200, 和 4636001 架起。/ 4622001 through 4622200, and 4636001 and up.

II 型号 PA-46-500TP / Model PA-46-500TP:

发动机/Engines 加拿大普惠公司, 型号 PT6A-42A, 型号合格证: No. E-12, CAAC 型号认可证 VTC0236E。/ Pratt & Whitney Canada, Model:PT6A-42A TC No.E12, CAAC VTC No.VTC0236E.

燃油/ Fuel 喷气A和 A-1型燃油符合《普惠说明书 522》或《服务通告3044 (CPW204)》(燃油应符合该说明书中所列清单, 或随后的版次更新要求)/Jet A and A-1 fuels conforming to Pratt & Whitney Specification 522 or Service Bulletin 3044, CPW204. (Fuels shall conform to the specification as listed or to subsequent revisions thereto.)
3号喷气燃油(GB6537-2006)/ No.3 Jet fuel (GB6537-2006).
满足《燃油系统防冰剂 MIL-I-27686》的防冰剂或等效产品的加入量必须是燃油量体积的0.15%。/MIL-I-27686 Fuel System Icing Inhibitor or equivalent must be used in the fuel in the amount up to 0.15% by volume.

滑油(发动机和齿轮箱)/ Oil (Engine & Gearbox) 普惠公司《PT6发动机服务通告No. 3001》开列了批准的滑油牌号。/ PWC PT6 Engine Service Bulletin No. 3001 lists approved brand oils

发动机限制/ Engine Limits 起飞和最大连续功率(轴马力)/Takeoff and max continuous power (SHP) 500
压气机涡轮转速(Ng) (转/分)/ Compressor Turbine Speed (Ng) (RPM) 39000 (104%)*
螺旋桨转速(Ng) (转/分)/ Propeller Speed (Ng) (RPM) 2205 *

螺旋桨和螺旋桨限制/ Propeller and Propeller Limits * 见注释4。/ See Note 4
哈策尔螺旋桨, 型号合格证编号: P10NE, CAAC型号认可证 VTC0203P, 桨毂HC-E4N-3Q, 桨叶E8501B-3.5。/ Hartzell, T.C. No. P10NE, CAAC VTC No.VTC0203P, Hub HC-E4N-3Q, Blade E8501B-3.5

桨叶角/Pitch: 小角度 19.0° + 0.1°, 在 30英寸处。
Low 19.0° + 0.1° at 30" station.

直径/Diameter: 不大于82.5英寸, 不小于81.5英寸
Not over 82.5", not under 81.5".

桨帽/Spinner: 哈策尔 D-630-5P.
Hartzell D-630-5P.

调速器/Governor: 伍德澳德型号 210 638
Woodward Model 210 638

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空速限制(指示空速.节)/ Airspeed Limits (KIAS)	V _{MO} (最大使用速度/ Maximum Operating Speed)	188
	V _O (使用机动速度/ Operating Maneuvering Speed)	127
	V _{FE} (襟翼放下速度/ Flap extended speed)	
	(10°襟翼/ for 10°Flaps)	168
	(20°襟翼/ for 20°Flaps)	135
	(36°襟翼/ for 36°Flaps)	118
	V _{LO} (最大起落架工作速度/Maximum Landing Gear Operation)	
	放下/Extension	168
	收起/Retraction	129
	V _{LE} ((最大起落架放下速度/ Flap extended speed)	168
重心范围(起落架放下)/ C.G. Range (Gear Extended)	交付序号4697157及后续飞机和早期安装Kit 767-360飞机./For airplanes S/N 4697157 and up and earlier airplanes having Kit 767-360 installed:	
	重量/WT. (磅/LB.)	前限/ FWD. LIMIT 英寸, 基准点后/ IN. AFT OF DATUM
		后限/ AFT LIMIT 英寸, 基准点后/ IN. AFT OF DATUM
	5134	141.13
	5092	140.97
	4892	140.22
	4850	140.06
	4100	137.23
	3508	135.00
	3000	135.00
空机重量重心范围/ Empty Weight C.G. Range	无/None	
最大重量/ Maximum Weight(磅/lb)	交付序号4697157及后续飞机/ For airplanes S/N 4697157 and up:	滑行/ RAMP 5134
		起飞/ TAKEOFF 5092
		着陆/ LANDING 4850
		零燃油/ MZFW 4850
座位数量/ No. of Seats	6座(2座位于+135.5处, 2座位于+177.0处, 2座位于+218.75处)/ 6 (2 at +135.5, 2 at 177.0, 2 at 218.75)	
最大行李重量/ Maximum Baggage	100 磅, 位于(+248.23)处 / 100 lb. at (+248.23)	
燃油量/ Fuel Capacity	173加仑, 2机翼油箱, 位于(+148.75)处。/ 173 gals. at (+148.75) (2 wing tanks) 可用燃油170加仑(1140磅)。/ 170 gallons (1140 lbs.) useable 见注释 1 燃油系统数据。/See NOTE 1 for data on system fuel.	
滑油量/ Oil Capacity	12夸脱, 位于(+77.76)处。/12 qts. at (+77.76) 见注释 1 滑油系统数据。/See NOTE 1 for data on system oil.	
最大使用高度/ Maximum	30,000 英尺/ ft.	

Operating Altitude

外部大气温度使用限制/ OAT Operating Limitation 交付序号为4697174及后续飞机 / For airplanes S/N 4697174 and up:
+46°C (+115°F) 最高/ maximum
-54°C (-65°F) 最低/ minimum

最低燃油温度/ Minimum Fuel Temperature 交付序号为4697159及后续飞机/ For airplanes S/N 4697159 and up a:
-34°C (-30°F) 最低(开车)/minimum for starting with Jet-A/A-1
-34°C (-30°F) 最低(空中)/minimum in-flight with Jet-A
-41°C (-42°F) 最低(空中)/minimum in-flight with Jet A-1
注释: 当油箱中为喷气 A 和喷气 A-1 混合燃油时, 则必须遵守喷气 A 的最低燃油温度限制。/NOTE: When a mixture of Jet A and Jet A-1 is present in the fuel tanks, the Jet A minimum fuel temperature limits must be observed.

最大座舱使用压差/ Maximum Cabin Operating Pressure Differential 5.5 (+0.1, -0.15) (磅/英寸²) /5.5 PSID (+0.1, -0.15)

操纵面偏度/ Control Surface Movements 副翼/Aileron: (±1.0°)
上偏/Up: 18.0° 下偏/Down: 18.0°
升降舵/Elevator: (±0.5°)
上偏/Up: 23.5° 下偏/Down: 14.5°
升降舵配平调整片/Elevator Trim Tap: (+0°, -1°) (中立/Elevator Neutral)
下偏/Down 24.5° 上偏/Up: 19.0°
方向舵/Rudder: (+1°, -0°)
左偏/Left: 26.0° 右偏/Right: 30.0°
方向舵配平调整片/Rudder Trim Tap: (±1.0°) (中立/Rudder Neutral)
左偏/Left: 13.5° 右偏/Right: 13.0°
襟翼/Wing Flaps:
上偏/Up: 0° (±1.0°) 下偏/Down: 10° (±2.0°)
20° (+2°, -0°)
36° (+0°, -1°)

制造交付序号/ Manufacturer's Serial Numbers 4697001 架起。/ 4697001 and up.

III 型号 PA-46R-350T / Model PA-46R-350T:

发动机/Engines 泰克斯莱康明公司, 型号合格证: No. E14EA; CAAC 型号认证 VTC0027E。型号为: / Textron Lycoming, TC No. E14EA, Model: TIO-540-AE2A, , CAAC VTC No.VTC0027E.

发动机限制/ Engine Limits 所有使用状态: / For all operations:
- 从海平面到20,600英尺, 2500转/分 和42.0"汞柱歧管压力(350 马力)。/ 2500 RPM and 42.0" Hg MAP (350 HP), sea level to 20,600 ft.
- 从20,600英尺到25,000英尺, 高度增加, 功率为42-1.6"汞柱歧管压

	力/1000英尺。/ 42 - 1.6" Hg MAP decrease per each 1000 ft. altitude increase, 20,600 ft. to 25,000 ft.		
燃油/ Fuel	100/100LL最低等级航空汽油。/ 100/100LL minimum grade aviation gasoline.		
螺旋桨和螺旋桨限制/ Propeller and Propeller Limits	- 哈兹热尔螺旋桨, 型号合格证编号: P33EA, 桨毂HC-I3Y1R-1N, 桨叶N7605+2, 或 N7605K+2, 或 N7605C+2, 或 N7605CK+2, 3叶桨, CAAC型号认证VTC 0285P。飞机交付序列号: 4636460, 4636463 及后续。/Hartzell, TC No. P33EA, Hub HC-I3Y1R-1N, Blade N7605+2 or N7605K+2, or N7605C+2, or N7605CK+2, 3-blade, CAAC VTC No. VTC0285P, Serial Numbers 4692123 and up - 桨叶角/Pitch: $38.0^{\circ} \pm 1.0^{\circ} \geq \psi \geq 14.0^{\circ} \pm 0.2^{\circ}$, 在 30英寸处。 High $38.0^{\circ} \pm 1.0^{\circ}$ Low $14.0^{\circ} \pm 0.2^{\circ}$ at 30" station. - 直径/Diameter: 80" - 桨帽/Spinner: Hartzell D-6750-1P. - 调速器/Governor: Hartzell Model V-5-2, V-11-1 or S-1-30.		
空速限制(指示空速.节)/ Airspeed Limits (KIAS)	V _{NE} (不许超越速度/Never exceed speed)		198
	V _{NO} (最大结构巡航速度/Maximum structural cruising speed)		168
	V _A (机动速度/Maneuvering speed)(4340lb)		133
	V _A (机动速度/Maneuvering speed)(2900lb)		108
	V _{FE} (最大襟翼放下速度/Maximum Flap extended speed)		
	10°襟翼/for 10°Flaps		165
	20°襟翼/ for 20°Flaps		130
	36°襟翼/ for 36°Flaps		116
	V _{LO} (最大起落架工作速度/Maximum Landing Gear Operation)		
	放下/Extension		165
	收起/Retraction		126
	V _{LE} ((最大起落架放下速度/Flap extended speed)		195
重心范围(起落架放下)/ C.G. Range (Gear Extended)	重量/WT. (磅/LB.)	前限/ FWD. LIMIT 英寸, 基准点后/ IN. AFT OF DATUM	后限/ AFT LIMIT 英寸, 基准点后/ IN. AFT OF DATUM
	4340	144.1	147.1
	4123	139.6	147.1
	4000	137.0	146.5
	2900	132.5	140.2
空机重量重心范围/ Empty Weight C.G. Range	无/None		
最大重量/ Maximum Weight(磅/lb)	滑行/ Ramp :	4358	
	起飞/Takeoff :	4340	
	着陆/Landing :	4123	
座位数量/ No. of Seats	6座(2座位于+135.5处, 2座位于+177.0处, 2座位于+218.75处)/ 6(2 at +135.5, 2 at +177.0, 2 at +218.75)		

1. 美国联邦航空局型号合格审定基础: 见美国联邦航空局型号合格证数据单: No. A25SO, 第

23 版。

FAA Certification Basis: As defined in FAA Type Certificate Data Sheet No. A2SSO , Revision 23.

1) PA-46-350P:

1965年2月1日生效的美国联邦航空条例第23部至1980年3月6日生效的第23-25修正案, 以及 FAR 25.783(e) 为1980年10月14日生效的第25-54修正案, FAR 25.831(c) 和(d) 为1977年9月1日生效的第25-41修正案; 当选择3叶螺旋桨时, 美国联邦航空条例第36部的附录G至1988年12月18日生效的第36-16修正案。 / FAR Part 23, effective February 1, 1965, as amended by Amendment 23-25, effective March 6, 1980; FAR 25.783(e) as amended by Amendment 25-54, effective October 14, 1980; FAR 25.831(c) and (d) as amended by Amendment 25-41, effective September 1, 1977; and FAR 36, Appendix G through Amendment 36-16, effective December 18, 1988 when equipped with optional 3 blade propeller.

没有等效安全。 / No equivalent safety findings.

专用条件: No. 23-ACE-53, 卷宗: No. 082CE。 / Special Conditions No. 23-ACE-53, Docket No. 082CE.

a) 对于安装哈兹热尔螺旋桨 (HCl3Y1R1N/N7605K+2, 或 N7605CK+2, 见派珀报告: VB-2132)的PA-46-350P幻影飞机, 安装特殊项目的附加合格审定基础仅是: FAR 23.905 (a), (b), (d) 为1993年5月10日生效的第23-43修正案, FAR23.907为2008年10月24日生效的第23-59修正案, 和FAR第36部附录G至2006年2月3日生效的第36-28修正案。 / For the PA-46-350P Mirage aircraft equipped with Hartzell propeller HCl3Y1R1N/N7605K+2, or N7605CK+2 (See Piper Report VB-2132) the additional certification basis for installation specific items only is: FAR 23.905 (a), (b), (d) as amended by Amendment 23-43, effective 10 May 1993; 23.907 as amended by Amendment 23-59, effective 24 October 2008 and FAR 36, Appendix G through Amendment 36-28, dated 3 February 2006.

交付序列号: 4636460, 4636463至后续。 / Eligible Serial Numbers: 4636460, 4636463 & up.

b) 对于派珀公司安装Garmin G1000系统和GFC 700 AFCS (见派珀图纸: 106800) 的 PA-46-350P飞机, 按2008年12月23日生效的第23-59修正案, 安装特殊项目的附加合格审定基础是: / For PA-46-350P aircraft equipped with Piper factory installed Garmin G1000 system and GFC 700 AFCS (See Piper Drawing 106800), the additional certification basis for installation specific items only as amended by Amendment 23-59 dated December 23, 2008, is:

14 CFR 23.23	14 CFR 23.25	14 CFR 23.251
14 CFR 23.301 (a), (b), (c)	14 CFR 23.305	14 CFR 23.337
14 CFR 23.341 (a), (c)	14 CFR 23.397 (a)	14 CFR 23.473
14 CFR 23.561 (a), (b)(3), (e)	14 CFR 23.607	14 CFR 23.611
14 CFR 23.613	14 CFR 23.677 (b), (d)	14 CFR 23.773 (a) (1), (a)(2)
14 CFR 23.777 (a), (b), (d)	14 CFR 23.841 (b)(5), (6)	14 CFR 23.867
14 CFR 23.1141 (a), (b), (c), (d)	14 CFR 23.1303 (a), (b), (c), (f)	14 CFR 23.1305 (a) (1), (a)(2), (a)(3), (b)(2), (b)(4)(i), (b)(5), (b)(6)(i)
14 CFR 23.1307	14 CFR 23.1308 (a)(1), (a)(2), (a)(3), (b), (c)	14 CFR 23.1309 (a)(1), (a)(2), (b), (c), (e)
14 CFR 23.1311 (a) (1), (a)(2), (a)(3), (a)(4), (a)(5), (a)(6), (a)(7), (b), (c)	14 CFR 23.1321 (a), (c), (d)(5), (e)	14 CFR 23.1322 (a), (b), (c), (d), (e)
14 CFR 23.1323 (a), (c)	14 CFR 23.1325 (a), (b)(1), (b)(2)(ii)	14 CFR 23.1326

14 CFR 23.1329 (a)(1), (b), (d), (e), (f), (g), (h)	14 CFR 23.1331 (a), (b), (c)	14 CFR 23.1337 (b)(1), (b)(4)
14 CFR 23.1351 (a)(1), (a)(2)(i), (b)(1)(i)	14 CFR 23.1353 (h)	14 CFR 23.1357 (a)(2), (b), (c), (d)
14 CFR 23.1359 (c)	14 CFR 23.1365 (a), (b), (d), (e), (f)	14 CFR 23.1431 (a), (b), (e)
14 CFR 23.1507	14 CFR 23.1523	14 CFR 23.1525
14 CFR 23.1529	14 CFR 23.1543 (b)(c)	14 CFR 23.1545 (a), (b) (1), (b)(2), (b)(3), (b) (4)
14 CFR 23.1549 (a), (b), (c)	14 CFR 23.1553	14 CFR 23.1555 (a), (b), (d)(2)
14 CFR 23.1559 (c)	14 CFR 23.1563 (a)(b)	14 CFR 23.1567 (a)
14 CFR 23.1581	14 CFR 23.1583	14 CFR 23.1585

交付序列号: 4636460, 4636463至后续。/Eligible Serial Numbers: 4636460, 4636463 and up

c) 对于受到派珀公司服务通告SB1195B影响的交付序列号为4636375 至 4636459, 4636461 和4636462的PA-46-350P飞机, 仅在通信天线安装方面, 适用于下述附加合格审定基础: / PA-46-350P serial numbers 4636375 through 4636459, 4636461 and 4636462 affected by Piper Service Bulletin SB1195B, only in the area of the communications antenna installations, the following additional certification basis is applicable:

14 CFR 23.571(c) 1996年3月11日生效的第23-48修正案。/ as amended by Amendment 23-48, effective March 11, 1996;

14 CFR 23.573(b) 1993年9月7日生效的第23-45修正案。/ as amended by Amendment 23-45, effective September 7, 1993.

2) PA-46-500TP

除了本文中指明之外, 1965年2月1日生效的至1980年3月6日有效的美国联邦航空条例第23部第23-25修正案; FAR 23.1529为1980年10月14日生效的第23-26修正案, FAR 23.441为1982年4月28日生效的第23-28修正案, FAR 23.994 和 23.995为1984年3月26日生效的第23-29修正案, FAR 23.781为1986年8月11日生效的第23-33修正案, FAR 23.173, 23.333, 23.443, 和 23.1165为1987年2月17日生效的第23-34修正案, FAR 23.2, 23.783(a), (b), (e)(2) 和 (e)(3), 和 23.1413为1988年9月14日生效的第25-36修正案, FAR 23.331, 23.351, 23.421, 23.423, 23.425, 23.427, 23.831, 23.939, 和 23.1163为1991年2月4日生效的第25-42修正案, FAR 23.905, 23.937, 23.943, 23.951, 23.957, 23.961, 23.967, 23.971, 23.977, 23.991, 23.993, 23.997, 23.999, 23.1011, 23.1019, 23.1021, 23.1027, 23.1103, 23.1123, 23.1145, 23.1189, 23.1193, 23.1322, 23.1331, 23.1357, 23.1385, 23.1387, 23.1441, 23.1443, 和 23.1445为1993年5月10日生效的第25-43修正案, FAR 23.23, 23.141, 23.181, 23.251, 23.305, 23.321, 23.361, 23.397, 23.479, 23.485, 23.571, 23.572, 23.621, 23.655, 23.731, 23.733, 23.773, 23.1507, 23.1525, 23.1527, 23.1549, 23.1557, 和 23.1563为1993年9月7日生效的第25-45修正案, FAR 23.301, 23.335, 23.337, 23.341, 23.343, 23.345, 23.347, 23.349, 23.371, 23.391, 23.393, 23.399, 23.415, 23.457, 23.473, 23.499, 23.561, 23.575, 23.611, 23.629, 23.657, 23.673, 23.725, 和 23.865为1996年3月11日生效的第25-48修正案, FAR 23.677, 23.723, 23.735, 23.745, 23.775, 23.841, 23.853, 23.867, 23.1303, 23.1307, 23.1309, 23.1311, 23.1321, 23.1323, 23.1326, 23.1329, 23.1353, 23.1359, 23.1361, 23.1383, 23.1401, 23.1447, 23.1451, 和 23.1453为1996年3月11日生效的第25-49修正案, FAR 23.3, 23.25, 23.33, 23.45, 23.49, 23.51, 23.53, 23.63, 23.65, 23.69, 23.71, 23.73, 23.75, 23.77, 23.143, 23.145, 23.153, 23.155, 23.157, 23.161, 23.175, 23.177, 23.201, 23.203, 23.207, 23.221, 23.233, 23.235, 23.253, 23.1325, 23.1511, 23.1521, 23.1543, 23.1553, 23.1555, 23.1559, 23.1567, 23.1581, 23.1583, 23.1585, 23.1587, 和 23.1589为1996年3月11日生效的第25-50修正案, FAR

23.777, 23.779, 23.901, 23.903, 23.907, 23.925, 23.929, 23.933, 23.955, 23.959, 23.963, 23.965, 23.973, 23.975, 23.1013, 23.1041, 23.1043, 23.1045, 23.1091, 23.1093, 23.1121, 23.1141, 23.1143, 23.1153, 23.1181, 23.1183, 23.1191, 和 23.1337 为 1996 年 3 月 11 日生效的第 25-51 修正案, 和 FAR 23.1305 为 1996 年 7 月 25 日生效的第 25-52 修正案; 另外, 1990 年 9 月 10 日生效的 FAR 34.11, 和 FAR 36 部附录 G 至第 36-22 修正案。/

FAR 23, effective February 1, 1965, as amended by Amendment 23-25, effective March 6, 1980 unless otherwise indicated herein; FAR 23.1529 as amended by Amendment 23-26, effective October 14, 1980; FAR 23.441 as amended by Amendment 23-28, effective April 28, 1982; FAR 23.994 and 23.995 as amended by Amendment 23-29, effective March 26, 1984; FAR 23.781 as amended by Amendment 23-33, effective August 11, 1986; FAR 23.173, 23.333, 23.443, and 23.1165 as amended by Amendment 23-34, effective February 17, 1987; FAR 23.2, 23.783(a), (b), (e)(2) and (e)(3), and 23.1413 as amended by Amendment 23-36, effective September 14, 1988; FAR 23.331, 23.351, 23.421, 23.423, 23.425, 23.427, 23.831, 23.939, and 23.1163 as amended by Amendment 23-42, effective February 4, 1991; FAR 23.905, 23.937, 23.943, 23.951, 23.957, 23.961, 23.967, 23.971, 23.977, 23.991, 23.993, 23.997, 23.999, 23.1011, 23.1019, 23.1021, 23.1027, 23.1103, 23.1123, 23.1145, 23.1189, 23.1193, 23.1322, 23.1331, 23.1357, 23.1385, 23.1387, 23.1441, 23.1443, and 23.1445 as amended by Amendment 23-43, effective May 10, 1993; FAR 23.23, 23.141, 23.181, 23.251, 23.305, 23.321, 23.361, 23.397, 23.479, 23.485, 23.571, 23.572, 23.621, 23.655, 23.731, 23.733, 23.773, 23.1507, 23.1525, 23.1527, 23.1549, 23.1557, and 23.1563 as amended by Amendment 23-45, effective September 7, 1993; FAR 23.301, 23.335, 23.337, 23.341, 23.343, 23.345, 23.347, 23.349, 23.371, 23.391, 23.393, 23.399, 23.415, 23.457, 23.473, 23.499, 23.561, 23.575, 23.611, 23.629, 23.657, 23.673, 23.725, and 23.865 as amended by FAR 23-48, effective March 11, 1996; FAR 23.677, 23.723, 23.735, 23.745, 23.775, 23.841, 23.853, 23.867, 23.1303, 23.1307, 23.1309, 23.1311, 23.1321, 23.1323, 23.1326, 23.1329, 23.1353, 23.1359, 23.1361, 23.1383, 23.1401, 23.1447, 23.1451, and 23.1453 as amended by Amendment 23-49, effective March 11, 1996; FAR 23.3, 23.25, 23.33, 23.45, 23.49, 23.51, 23.53, 23.63, 23.65, 23.69, 23.71, 23.73, 23.75, 23.77, 23.143, 23.145, 23.153, 23.155, 23.157, 23.161, 23.175, 23.177, 23.201, 23.203, 23.207, 23.221, 23.233, 23.235, 23.253, 23.1325, 23.1511, 23.1521, 23.1543, 23.1553, 23.1555, 23.1559, 23.1567, 23.1581, 23.1583, 23.1585, 23.1587, and 23.1589 as amended by Amendment 23-50, effective March 11, 1996; FAR 23.777, 23.779, 23.901, 23.903, 23.907, 23.925, 23.929, 23.933, 23.955, 23.959, 23.963, 23.965, 23.973, 23.975, 23.1013, 23.1041, 23.1043, 23.1045, 23.1091, 23.1093, 23.1121, 23.1141, 23.1143, 23.1153, 23.1181, 23.1183, 23.1191, and 23.1337 as amended by Amendment 23-51, effective March 11, 1996; and FAR 23.1305 as amended by Amendment 23-52, effective July 25, 1996. In addition, FAR 34.11, effective September 10, 1990, and FAR 36, Appendix G, Amendment 36-22.

关于 FAR 23.955(f)(3) (ELOS) 等效安全(2000 年 6 月 6 日)。/ Equivalent Level of Safety (ELOS) for FAR 23.955(f)(3), June 6, 2000.

专用条件: 23-ACE-53(卷宗: 082CE)。/ Special Condition 23-ACE-53 (Docket No.082CE).

1973 年 12 月 20 日生效的第 25-14 修正案的 FAR 23.1419 条款符合性已确定, 提供安装了所需的防冰系统和相应的功能。/ Compliance with the requirements of FAR 23.1419 as amended by Amendment 23-14, effective December 20, 1973, has been established, provided the required ice protection systems are installed and functioning properly.

对于派珀公司安装 Garmin G1000 系统和 GFC 700 AFCS (见派珀报告: VB-1988) 的

PA-46-500TP飞机, 安装特殊项目的附加合格审定基础是: FAR 23.1523为第23-34修正案, FAR 23.613, 23.672为第23-45修正案, FAR 23.607为第23-48修正案, FAR 23.1351, 23.1365和 23.1431为第23-49修正案, FAR 23.1545 和23.1563为第23-50修正案; 关于HIRF 专用条件(卷宗号: CE215, 专用条件 23-154-SC, 2005年1月7日)。/ For aircraft equipped with Piper factory installed G1000 system and GFC700 AFCS (see Piper Report VB-1988), the additional certification basis for installation specific items only is: 14 CFR 23.1523 as amended by Amendment 23-34; 14 CFR 23.613, 23.672 as amended by Amendment 23-45; 14 CFR 23.607 as amended by Amendment 23-48; 14 CFR 23.1351, 23.1365, and 23.1431 as amended by Amendment 23-49; 14 CFR 23.1545 and 23.1563 as amended by Amendment 23-50; Special Condition for HIRF (Docket # CE215, Special Condition 23-154-SC), January 7, 2005.

交付序列号: 4697002, 4697340, 4697399至后续。/Eligible Serial Numbers: 4697002, 4697340, 4697399and up.

b) 对于受到派珀公司服务通告SB1195B影响的交付序列号为从4697001至 4697423的 PA-46-500TP飞机, 仅在通信天线安装方面, 适用于下述附加合格审定基础: FAR 23.571(c)和 23.573(b)为 1993年9月7日生效的第23-45修正案。/ PA-46-500TP serial numbers 4697001 through 4697423 affected by Piper Service Bulletin SB1195B, only in the area of the communications antenna installations, the following additional certification basis is applicable: 14 CFR 23.571(c), 23.573(b) as amended by Amendment 23-45, effective September 7, 1993.

3) PA-46R-350T

相对型号PA-46-350P没有变化的部分, 1965年2月1日生效的美国联邦航空条例第23部至 1980年3月6日生效的第23-25修正案, FAR 25.783(e) 为1980年10月14日生效的第25-54修正案, FAR 25.831(c) 和(d) 为1977年9月1日生效的第25-41修正案。/ For those portions of the airplane that are unchanged from the Model PA-46-350P: FAR Part 23, effective February 1, 1965, as amended by Amendment 23-25, effective March 6, 1980; FAR 25.783(e) as amended by Amendment 25-54, effective October 14, 1980; FAR 25.831(c) and (d) as amended by Amendment 25-41, effective September 1, 1977.

没有等效安全纪要。/ No equivalent safety findings.

专用条件: No. 23-ACE-53(卷宗: No. 082CE)。/ Special Conditions No. 23-ACE-53, Docket No. 082CE.

a) 对于设计更改(见派珀公司报告VB-2008)的PA-46R-350T飞机, 下述附加要求是适用的: FAR 23.1529 和附录 G (见 G23.1 和 G23.2) 为1980年10月14日生效的第23-26修正案, 附录 G (见 G23.3) 为1987年2月17日生效的第23-34修正案, FAR 23.2为1988年9月14日生效的第23-36修正案, 附录 G (见 G23.4) 为1990年8月18日生效的第23-37修正案, FAR 23.831为1991年2月4日生效的第23-42修正案, FAR 23.905, 23.1357, 23.1441, 23.1443和 23.1445为1993年5月10日生效的第23-43修正案, FAR 23.613, 23.773, 23.851, and 23.1527为1993年9月7日生效的第23-45修正案, FAR 23.561, 23.572, 23.575, 23.607, and 23.611为1996年3月11日生效的第23-48修正案, FAR 23.775, 23.783, 23.853, 23.1309, 23.1311, 23.1321, 23.1323, 23.1351, 23.1447, 23.1451, 23.1453和附录 F (见 F23) 为1996年3月11日生效的第23-49修正案, FAR 23.25, 23.1325, 23.1543, 23.1545和 23.1589 为1996年3月11日生效的第23-50修正案, FAR 23.907和 23.1191为1996年3月11日生效的第23-51修正案; 和1969年12月1日生效的FAR 第36部, 及1969年12月1日生效的第36-1修正案至2006年2月3日生效的第36-28修正案。/ For modifications specific to the PA-46R-350T airplane

(see Piper Report VB-2008) the following additional requirements are applicable: FAR 23.1529 and Appendix G (Sec G23.1 and G23.2) as amended by Amendment 23-26, effective 14 October 1980; Appendix G (Sec G23.3) as amended by Amendment 23-34 effective 17 February 1987; FAR 23.2 as amended by Amendment 23-36 effective 14 September 1988; Appendix G (Sec G23.4) as amended by Amendment 23-37, effective 18 August 1990; FAR 23.831 as amended by Amendment 23-42, effective 4 February 1991; FAR 23.905, 23.1357, 23.1441, 23.1443, and 23.1445 as amended by Amendment 23-43, effective 10 May 1993; FAR 23.613, 23.773, 23.851, and 23.1527 as amended by Amendment 23-45, effective 7 September 1993; FAR 23.561, 23.572, 23.575, 23.607, and 23.611 as amended by Amendment 23-48, effective 11 March 1996; FAR 23.775, 23.783, 23.853, 23.1309, 23.1311, 23.1321, 23.1323, 23.1351, 23.1447, 23.1451, 23.1453, and Appendix F (Sec F23) as amended by Amendment 23-49, effective 11 March 1996; FAR 23.25, 23.1325, 23.1543, 23.1545, and 23.1589 as amended by Amendment 23-50, effective 11 March 1996; FAR 23.907 and 23.1191 as amended by Amendment 23-51, effective 11 March 1996; and FAR Part 36, effective December 1, 1969, as amended by Amendment 36-1, dated December 1, 1969 through Amendment 36-28, dated 3 February 2006.

b) 对于安装哈兹尔螺旋桨(HC-13Y1R-1N/N7605+2, HC-13Y1R-1N/N7605K+2, HC-13Y1R-1N/N7605C+2 或 HC-13Y1R-1N/N7605CK+2, 见派珀报告: VB-2132)的PA-46R-350T 矩阵飞机, 安装特殊项目的附加合格审定基础是: FAR 23.907 为 2008 年 10 月 24 日生效的第 23-59 修正案。/ For the PA-46R-350T Matrix aircraft equipped with Hartzell propeller HC-13Y1R-1N/N7605+2 or HC-13Y1R-1N/N7605K+2 or HC-13Y1R-1N/N7605C+2 or HC-13Y1R-1N/N7605CK+ (See Piper Report VB-2132) the additional certification basis for installation specific items only is: F23.907 as amended by Amendment 23-59, effective 24 October 2008.

交付序列号: 自 4692123 至后续。/Eligible Serial Numbers: 4692123 & up.

c) 对于派珀公司安装 Garmin G1000 系统和 GFC 700 AFCS (见派珀图纸: 106900) 的 PA-46R-350T 飞机, 按 2008 年 12 月 23 日生效的第 23-59 修正案, 安装特殊项目的附加合格审定基础是: / For PA-46R-350T aircraft equipped with Piper factory installed Garmin G1000 system and GFC 700 AFCS (See Piper Drawing 106900), the additional certification basis for installation specific items only as amended by Amendment 23-59 dated December 23, 2008, is:

14 CFR 23.23	14 CFR 23.25	14 CFR 23.251
14 CFR 23.301 (a), (b), (c)	14 CFR 23.305	14 CFR 23.337
14 CFR 23.341	14 CFR 23.397 (a)	14 CFR 23.473
14 CFR 23.561 (a), (b)(3), (e)	14 CFR 23.607	14 CFR 23.611
14 CFR 23.613	14 CFR 23.677 (b), (d)	14 CFR 23.773 (a) (1), (a)(2)
14 CFR 23.777 (a), (b), (d)	14 CFR 23.841 (b)(5), (6)	14 CFR 23.867
14 CFR 23.1141 (a), (b), (c), (d)	14 CFR 23.1303 (a), (b), (c), (f)	14 CFR 23.1305 (a) (1), (a)(2), (a)(3), (b)(2), (b)(4)(i), (b)(5), (b)(6)(i)
14 CFR 23.1307	14 CFR 23.1308 (a)(1), (a)(2), (a)(3), (b), (c)	14 CFR 23.1309 (a)(1), (a)(2), (b), (c), (e)
14 CFR 23.1311 (a)(1), (a)(2), (a)(3), (a)(4), (a)(5), (a)(6), (a)(7), (b), (c)	14 CFR 23.1321 (a), (c), (d)(5), (e)	14 CFR 23.1322 (a), (b), (c), (d), (e)
14 CFR 23.1323 (a), (c)	14 CFR 23.1325 (a), (b)(1), (b)(2)(i)	14 CFR 23.1326
14 CFR 23.1329 (a)(1), (b), (d), (e), (f), (g), (h)	14 CFR 23.1331 (a), (b), (c)	14 CFR 23.1337 (b)(1), (b)(4)

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14 CFR 23.1351 (a)(1), (a)(2)(i), (b)(1)(i)	14 CFR 23.1353 (h)	14 CFR 23.1357 (a)(2), (b), (c), (d)
14 CFR 23.1359 (c)	14 CFR 23.1365 (a), (b), (d), (e), (f)	14 CFR 23.1431 (a), (b), (e)
14 CFR 23.1441 (b), (c), (e)		
14 CFR 23.1507	14 CFR 23.1523	14 CFR 23.1525
14 CFR 23.1529	14 CFR 23.1543 (b)(c)	14 CFR 23.1545 (a), (b) (1), (b)(2), (b)(3), (b) (4)
14 CFR 23.1549 (a), (b), (c)	14 CFR 23.1553	14 CFR 23.1555 (a), (b), (d)(2)
14 CFR 23.1559 (c)	14 CFR 23.1563 (a)(b)	14 CFR 23.1567 (a)
14 CFR 23.1581	14 CFR 23.1583	14 CFR 23.1585
14 CFR 23.1589		

交付序列号：自4692134至后续。/Eligible Serial Numbers: 4692134 and up

2. 中国民用航空局认可美国联邦航空局确定的型号合格审定基础。

CAAC accepts the Certification Basis of FAA as the Validation Basis.

附加技术要求：1 对 PA-46-500TP 机型，飞机批准的可用燃油包含“中国国标 3 号燃油-GB6537-2006”的规范，并写入 POH 手册的补充本中。

2 飞机上所有对旅客的标牌或应急标牌都应有中文表述。

CAAC additional technical requirements:

- 1 The approved fuel for PA-46-500TP model is conforming to Specification “PRC National Standard No.3 Jet Fuel-GB6537-2006”, which should be listed in Supplement of POH.
- 2 All the placards to passengers or emergency placards in the aircraft should have Chinese version.

生产基础/ Production Basis

生产许可证 No. 206。在联邦航空条例 FAR21 部的委任选择条款下，颁发《生产限制记录》和授权颁发适航证的制造。/ Production Certificate No. 206. Production Limitation Record issued and the manufacturer authorized to issue airworthiness certificate under the delegation option provisions of FAR 21.

设备/Equipment

为了合格审定，适用适航条例(见合格审定基础)规定基本所需设备必须安装在飞机上/The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

另外，下述设备项目之一是必须的/In addition, one of the following items of equipment are required:

1. 交付序号为4697002,4697340, 4697399及后续安装 G1000 系统和 GFC700FCS的PA-46-500TP型飞机，文件(No. 510620-CE)批准的暨FAA批准的《飞行员操作手册暨飞机飞行手册(No. VB-1993)》/DOA No. 510620-CE approved Pilot's Operating Handbook and FAA approved Airplane Flight Manual Report VB-1993 for PA-46-500TP S/N's 4697002,4697340, 4697399 and up equipped with Garmin G1000 System and GFC700FCS.

2. 交付序号为4636460,4636463及后续安装嘎明 G1000 系统和 GFC700FCS的PA-46-350P型飞机，文件(No. 510620-CE)批准的暨FAA批准

	的《飞行员操作手册暨飞机飞行手册(No. VB-2121)》/ODA No. 510620-CE approved Pilot's Operating Handbook and FAA approved Airplane Flight Manual Report VB-2121 for PA-46-350P S/N's 4636460,4636463 and up equipped with Garmin G1000 System and GFC700 AFCS. 3. 交付序号为4692134及后续安装嘎明 G1000 系统和GFC700FCS的 PA-46 R-350T型飞机, 文件(No. 510620-CE)批准的暨FAA批准的《飞行员操作手册暨飞机飞行手册(No. VB-2122)》 ODA No. 510620-CE approved Pilot's Operating Handbook and FAA approved Airplane Flight Manual Report VB-2122 for PA-46R-350T S/N's 4692134 and up equipped with Garmin G1000 System and GFC700 AFCS.
噪声特性/Noise Characteristics	每分钟2500转的最大正常使用功率时, 选装3叶HC-I3Y1R-1N/N7605K+2或HC-I3Y1R-1N/N7605CK+2螺旋桨的PA-46-350P 型飞机校正噪声水平是81.0 dB(A)。在依据联邦航空条例FAR36部噪声标准“型号和适航合格审定”实施的噪声水平飞行试验中, 上述声明的噪声水平已被联邦航空局批准。飞机噪声符合FAR36部噪声标准对该机型的适用要求。/The corrected noise level of the Model PA-46-350P equipped with the optional 3 blade propeller HC-I3Y1R-1N/N7605K+2 or HC-I3Y1R-1N/N7605CK+2 is 81.0 dB(A) at the Maximum Normal Operating Power at 2500 rpm. The noise level stated above has been approved by the Federal Aviation Administration in noise level flight tests conducted in accordance with FAR 36, "Noise Standards: Aircraft Type and Airworthiness Certification." The aircraft noise is in compliance with FAR 36 noise standards applicable to this type. 每分钟2000转的最大正常使用功率时, 安装标准4叶螺旋桨 PA-46-500TP 型飞机校正噪声水平, 在起飞重量4850磅时是73.7 dB(A); 在起飞重量5092磅时是76.8dB(A)。在依据联邦航空条例FAR36部噪声标准“型号和适航合格审定”实施的噪声水平飞行试验中, 上述声明的噪声水平已被联邦航空局批准。飞机噪声符合FAR36部噪声标准对该机型的适用要求。/The corrected noise level of the model PA-46-500TP equipped with the standard 4 blade propeller is 73.7 dB(A) at 4850 lbs. takeoff weight and 76.8 dB(A) at 5092 lbs. takeoff weight at the Maximum Normal Operating Power at 2000 RPM. This noise level has been approved by the Federal Aviation Administration in noise level flight tests conducted in accordance with FAR 36, "Noise Standards: Aircraft Type and Airworthiness Certification." The aircraft noise is in compliance with FAR 36 noise standards applicable to this type. 每分钟2500转的最大正常使用功率时, 选装3叶HC-I3Y1R-1N/N7605+2或HC-I3Y1R-1N/N7605K+2 或HC-I3Y1R-1N/N7605C+2或HC-I3Y1R-1N/N7605CK+2螺旋桨的PA-46R-350T 型飞机校正噪声水平是81.0 dB(A)。在依据联邦航空条例FAR36部噪声标准“型号和适航合格审定”实施的噪声水平飞行试验中, 上述声明的噪声水平已被联邦航空局批准。飞机噪声符合FAR36部噪声标准对该机型的适用要求。/The corrected noise level of the Model PA-46R-350T equipped with the optional 3 blade propeller HC-I3Y1R-1N/N7605+2 or HC-I3Y1R-1N/N7605K+2 or HC-I3Y1R-1N/N7605C+2 or HC-I3Y1R-1N/N7605CK+2 is 81.0 dB(A) at the Maximum Normal Operating Power at 2500 rpm. The noise level stated above has been approved by the Federal Aviation Administration in noise level flight tests conducted in accordance with FAR 36, "Noise Standards: Aircraft Type and Airworthiness Certification." The aircraft noise is in compliance with FAR 36 noise standards applicable to this type..

注释 1/NOTE 1 在每架飞机的原始审定时，必须提供当前的包含审定空机重量和载荷要求所必须设备的重量平衡报告。/Current Weight and Balance Report, including list of equipment included in certificated empty weight and loading instructions when necessary, must be provided for each aircraft at the time of original certification.

审定空机重量和相应的重心位置必须包括下边所列的不可用的系统滑油（不包含在滑油油量中）和不可用燃油：/The certified empty weight and corresponding center of gravity locations must include undrainable system oil (not included in oil capacity) and unusable fuel as noted below:

(a) PA-46-350P & PA-46R-350T

燃油/Fuel: 12磅，位于(+152.37) / 12 lb. at (+152.37)

滑油/Oil: 3.8磅，位于(+61.0) / 3.8 lb. at (+61.0)

(b) PA-46-500TP

燃油/Fuel: 20.1磅，位于(+144.37) / 20.1 lbs. at (+144.37)

滑油/Oil: 5.55磅，位于(+77.76) / 5.55 lbs. at (+77.76)

注释 2/NOTE 2 《飞行员操作手册暨飞机飞行手册》中所需的标牌必须安装在适当的位置。下述标牌必须显示在飞行员的清晰视界内。/All placards required in the POH and AFM must be installed in the appropriate locations. The following placard must be displayed in clear view of the pilot:

PA-46-500TP:

“必须以正常类使用本飞机，遵守标牌，标记和手册中声明的使用限制。未获批准包括尾旋的特技飞行。本飞机安装有 AFM 上要求的相应设备时，可批准在白天和夜间进行目视和仪表飞行”/ "This aircraft must be operated as a Normal Category Airplane in compliance with the operating limitations stated in the form of placards, markings and manuals. No acrobatic maneuvers, including spins are approved. This aircraft is approved for VFR, IFR day and night icing flight when equipped in accordance with the airplane flight manual."

注释 3/NOTE 3 对于此类飞机，在一般飞机使用方面基于下述时寿件：/ The below life limits are based on general aircraft usage for this aircraft class:

(a) PA-46-350P

机身组件(P/N 89600)的寿命是10,145服务小时。/ The life limit of the fuselage assembly, P/N 89600, is 10,145 hours time-in-service.

机翼组件(P/N 89640)及机翼承载和附属结构的寿命是15,580服务小时。/ The life limit of the wing assembly, P/N 89640, wing carry through and their attaching structure is 15,580 hours time-in-service.

(b) PA-46-500TP

• 对于交付序号为4697157及后续和早期安装Kit 767-360的飞机/ For S/N 4697157 and up and earlier airplanes having Kit 767-360 installed:

机身组件(P/N 89600-4)的寿命是10,145服务小时。/ The life limit of the fuselage assembly, P/N 89600-4, is 10,145 hours time in service.

机翼组件(P/N 89640-7)及机翼承载和附属结构的寿命是10,255服务小时。/ The life limit of the wing assembly, P/N 89640-7, wing carry through and their attaching structure is 10,255 hours time in service.

水平安定面组件(P/N 102050-2)的寿命是10,255服务小时。/The life limit of the horizontal stabilizer assembly, P/N 102050-2, is 10,255 hours time-in-service.

垂直尾翼组件(P/N 83401-008)的寿命是10,255服务小时。/ The life limit of the vertical fin assembly, P/N 83401-008, is 10,255 hours time-in-service.

- 对于交付序号为4697174及后续飞机/ For S/N 4697174 and up:
机翼组件(P/N 89640-8)及机翼承载和附属结构的寿命是10,255服务小时。/The life limit of the wing assembly, P/N 89640-8, wing carry through and their attaching structure is 10,255 hours time in service.
水平安定面组件(P/N 102050-2)的寿命是10,255服务小时。/ The life limit of the horizontal stabilizer assembly, P/N 102050-2, is 10,255 hours time-in-service.
垂直尾翼组件(P/N 83401-008)的寿命是10,255服务小时。/ The life limit of the vertical fin assembly, P/N 83401-008, is 10,255 hours time-in-service.
- 对于交付序号为4697349, 4697399 及后续飞机/For S/N 4697349, 4697399 & up:
机翼组件(P/N 89640-8)的寿命是10,255服务小时。/The life limit of the wing assembly, P/N 89640-8 is 10, 255 hours time in service.
水平安定面组件(P/N 102050-2)的寿命是10,255服务小时。/The life limit of the horizontal stabilizer assembly, P/N 102050-2, is 10,255 hours time-in-service.
垂直尾翼组件(P/N 83401-10)的寿命是10,255服务小时。/ The life limit of the vertical fin assembly, P/N 83401-10, is 10,255 hours time-in-service
(c) PA-46R-350T
机翼组件(P/N 89640-10)及机翼承载和附属结构的寿命是15,580服务小时。/The life limit of the wing assembly, P/N 89640-10, wing carry through and their attaching structure is 15,580 hours time-in-service.
水平安定面组件(P/N 83404-2)的寿命是15,580服务小时。/ The life limit of the horizontal stabilizer assembly, P/N 83404-2, is 15,580 hours time-in-service.
垂直尾翼组件(P/N 83401-9)的寿命是15,580服务小时。/ The life limit of the vertical fin assembly, P/N 83401-9, is 15,580 hours time-in-service.

注释 4/NOTE 4 交付序号 4636196 及后续的 PA-46-350P 型飞机并入影响最大重量和重心范围的机翼起落架的附加结构强度。这点考虑了关于序号 4622001 至 4622200 和 4636001 至 4636195 飞机的差异。/ PA-46-350P serial numbers 4636196 and up incorporate additional structural strengthening of the wing landing gear that affects the maximum weights and C.G. range. This accounts for differences with respect to serial numbers 4622001 through 4622200 and 4636001 through 4636195.

注释 5/NOTE 5 PA-46-500TP:
对于 PT6A-42A 发动机, 最大螺旋桨轴超速限制是总比率 100%(2205 转/分), 91%螺旋桨轴转速定义为 2000 转/分并是正常稳态使用限制。气体发生器转速 104%允许 10 秒, 和在遵从适用的温度和其他限制下转速 101.6%无时间限制。100%气体发生器转速定义为 37,500 转/分。/ The maximum propeller shaft overspeed limit for the PT6A-42A is 100% (2205 r.p.m.) of all ratings. 91% propeller shaft speed is defined as 2000 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104% are permissible for 10 seconds and 101.6% for unlimited periods subject to applicable temperature and other limits. 100% gas generator speed is defined as 37,500 r.p.m.

注释 6/NOTE 6 PA-46-500TP:
对应最低慢车气体发生器转速(Ng)的最低螺旋桨转速(Np)是 1200 转/分。/
Minimum propeller speed (Np) corresponding to minimum idle gas generator
speed (Ng) is 1200 RPM.

注释 7/NOTE 7 经批准的中文标记标牌/ Approved Chinese markings and placards
Pa-46-350P: PEOPLE'S REPUBLIC OF CHINA MALIBU MIRAGE POH
SUPPLEMENT, VB-2430, issued February 21, 2014
Pa-46-500TP: PEOPLE'S REPUBLIC OF CHINA MALIBU MIRAGE POH
SUPPLEMENT, VB-2429, issued February 21, 2014
Pa-46R-350T: PEOPLE'S REPUBLIC OF CHINA MALIBU MIRAGE POH
SUPPLEMENT, VB-2431, issued February 21, 2014
含后续批准版次/And later approved revisions.

-END-