

型号认可数据单

THE VALIDATION DATA SHEET

编号/No: VTC0265A

版次/Revision: 2

型号/Type:

B300

B300C

1900D

批准人/Approved By: Yang Zhenmei



职位/Title: Deputy Director General of
CAAC-AAD

日期/Data: 2015 年 11 月 16 日

本数据单是型号认可证（编号：VTC0265A）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: VTC0265A), 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:

Beechcraft Corporation

10511 E. Central

Wichita, Kansas 67206

有效页清单/List of effective pages:

页数/Pages	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
版次/Revision	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
页数/Pages	17	18	19	20	21	22	23	24	25							
版次/Revision	2	2	2	2	2	2	2	2	2							

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	编号/Number: VTC0265A 版次/ Revision: 2 日期/Date: 2015-11-16	编号/Number: A24CE 版次/ Revision: 110 日期/Date: July 9, 2014
历史 History	编号/Number: VTC0265A 版次/ Revision: 1 日期/Date: 2012-9-6	编号/Number: A24CE 版次/ Revision: 103 日期/Date: December 20, 2011
	编号/Number: VTC0265A 版次/ Revision: 0 日期/Date: 2012-2-1	编号/Number: A24CE 版次/ Revision: 100 and 70 日期/Date: May 17, 2010 June 15, 1999

2. 类别/Category: 通勤类航空器/ Commuter 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. FAA 合格证

型号合格证 Type Certificate Number: A24CE

型号合格证持有人/Type Certificate Holder: Beechcraft Corporation
10511 E. Central
Wichita, Kansas 67206

5. 申请 CAAC 认可审定的日期 19 Mar 1994

Date of Application for CAAC Validation:

6. CAAC 型号认可日期 22 APR 1995

CAAC Validation Date:

II. CAAC 认可审定基础/CAAC Validation Certification Basis

CAAC 认可审定基础由 FAA 审定基础(见“第 2 部分”)和 CAAC 附加技术条件组成。

The CAAC validation Certification basis consists of the FAA certification basis (see ‘SECTION 2’) and the CAAC additional technical conditions.

III. CAAC 附加技术条件/CAAC additional technical conditions

1 CCAR21.29(5), Amendment Level: R3

2 环保标准/Environmental Standards Noise: CCAR-36-R1, dated 15 April 2007

3 用于告知乘客或地面救援人员舱门位置和打开方法的标记标牌必须满足中文要求

All literal markings and placards on an airplane used for indicating passengers or outboard rescue personnel of the location of doors and their means of opening must be at least in Chinese language.

4 燃油符合中国航空燃油 3 号喷气燃料 (GB -6537-2006);

Fuel conforms to China Aviation No.3 JET FUEL (PRC National Standard GB-6537-2006);

5 进口要求/Import Requirements

为具备在中国运行的资格,按本型号认可证制造的每架航空器必须具有一份出口适航证,其上签注有出口国适航当局的审定声明(用英文),即:本架航空器符合 CAAC 所批准的型号设计(VTC0265A)并处于可安全运行的状态。

To be considered eligible for operation in China, each aircraft manufactured under this Validation of Type Certificate must be accompanied by a certificate of airworthiness for export endorsed by FAA or FAA_authorized person which states (in English language): This aircraft conforms to its CAAC type design (VTC0265A) and is in a condition for safe operation .

6 产品有效性/Series Nos. Eligible

对于申请 CAAC 审定的每一架飞机,其出口适航证都必须由 FAA 按上述“进口要求”予以签注。

A FAA Certificate of Airworthiness for export endorsed as noted below under “Import Requirements” must be submitted for each individual airplane for which application for the CAAC certification.

7 资料批准/Service Information

CAAC 接受的服务通告、结构修理手册、航空器飞行手册、供应商手册和航空器维护手册等使用维护资料应经 FAA 批准,FAA 的这些批准代表了 CAAC 的批准,且仅限于本型号设计。

Service bulletins, structural repair manuals, aircraft flight manuals, vender manuals, and aircraft maintenance manuals which contain a statement that the document is FAA approved, are accepted by the CAAC and are considered CAAC-approved. These approvals pertain to the type design only.

第 2 部分 型号数据

SECTION 2 Type Data

I. 型号 B300, 通勤类, 1989 年 12 月 12 日获 FAA 批准。CAAC 于 1995 年 4 月 22 日认可。

Model B300, Commuter Category, Approved December 12, 1989 by FAA. Validated April 22, 1995 by CAAC.

型号 B300C, 通勤类, 1990 年 9 月 7 日获 FAA 批准, CAAC 于 1995 年 4 月 22 日认可

Model B300C, Commuter Category, Approved September 7, 1990 by FAA. Validated April 22, 1995 by CAAC.

发动机	两台加拿大普惠公司的 PT6A-60A 涡轮螺旋桨发动机, 按照比奇规范 BS 23433B。 FAA TC 证号 E4EA CAAC VTC 证号 VTC0236E
Engine	Two(2) Pratt & Whitney of Canada, Ltd. PT6A-60A (turboprop) per Beech Specification BS 23433B. FAAC TC No. E4EA CAAC VTC No. VTC0236E
燃油	JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); 符合 P&WC S.B. 13044 或 ASTM Spec. D1655 的 JET A、JET A-1 和 JET B; 中国的 3 号喷气燃料。 应急燃料见注 6。
Fuel	JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 13044 or ASTM Spec. D1655; and Chinese No. 3 Jet Fuel. See NOTE 6 for emergency fuels.
滑油 (发动机和减速器) Oil (Engine & Gearbox)	P&WC PT6 发动机服务通报 No.13001 列出了经批准的滑油牌号。 P&WC PT6 Engine Service Bulletin No. 13001 lists approved brand oils

发动机限制	轴马力	扭矩 英尺-磅	N1 燃气发 生器转速	螺旋桨轴转 速	最大许用涡轮级间 温度(°C)
起飞	1050	100%*	104%	1700	820
最大连续	1050	100%*	104%	1700	820
启动瞬间 (5 秒)					1000
最大反桨(1 分钟)	900			1650	760

*100% 扭矩 - 3244 ft. lbs.

*见注 4

在低高度和低温环境下, 起飞时发动机可以产生比已经在飞机上证明的更大的功率。在这些条件下, 标记的扭矩表限制不会被超出。驾驶员操作手册规定了用于起飞状态的静扭矩。必须能达到这些设定值而不超出涡轮级间温度或 N1 限制。

滑油温度: - 40°C. 最小启动

- 40°C.到 110°C. 低慢车

10°C.到 110°C. 最大连续

Engine Limits	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff	1050	100%*	104%	1700	820
Max. continuous	1050	100%*	104%	1700	820

Starting transient (5 sec.)			1000
Max. reverse (1 min.)	900	1650	760

*100% torque - 3,244 ft. lbs.

*See NOTE 4.

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torque limits shall not be exceeded. The POH provides static torque settings for takeoff. It must be possible to achieve these settings without exceeding ITT or N1 limits.

Oil temperatures: Minus 40°C. minimum starting

Minus 40°C. to 110°C. low idle

10°C. to 110°C. max. continuous

螺旋桨和螺旋桨限制

两个 Hartzell 公司配有 Hartzell M10476K、M10476NK 或 M10476NSK 叶片的 HC-B4MP-3C 桨毂。

直径: 105 英寸 (最大), 修理后的最小允许值是 104 英寸。

桨距设置:

飞行慢车停止

见注 5

反桨

-14° ± 0.2°

顺桨

+80.0° ± 0.5°

最低怠速 1050 转/分

FAA TC 证号 P56GL

CAAC VTC 证号 VTC0314P

Propeller and Propeller Limits

Two Hartzell HC-B4MP-3C hubs with Hartzell M10476K, M10476NK or M10476NSK blades.

Diameter: 105 in. (maximum); Minimum allowable for repair: 104 in.

No further reduction permitted.

Pitch settings at

Flight Idle Stop

See NOTE 5

Reverse

-14° ± 0.2°

Feathered

+80.0° ± 0.5°

Minimum idle speed 1050 rpm

FAA TC No. P56GL

CAAC VTC No. VTC0314P

空速限制 (指示空速)

最大使用马赫数

302 英里每小时(263 节), 直至 21000 英尺
263 到 194 节 (0.58 马赫), 21000 英尺到
35000 英尺

0.58

机动速度

212 英里每小时 (184 节)

襟翼放下的最大速度

接近 14° 位置

232 英里每小时(202 节)

	100%位置 35°	182 英里每小时(158 节)
	起落架放下	212 英里每小时(184 节)
	操作起落架	
	放下	212 英里每小时(184 节)
	收起	191 英里每小时 (166 节)
Airspeed Limits (IAS)	Max. operating speed	302 m.p.h. (263 knots) up to 21,000 ft.
		263 to 194 knots (0.58 Mach)
		21,000 ft. up to 35,000 ft.
	Max. operating Mach No.	0.58
	Maneuvering airspeed	212 mph (184 knots)
	Maximum flap extension speed	
	Approach position 14°	232 m.p.h. (202 knots)
	100% position 35°	182 m.p.h. (158 knots)
	Landing gear extended	212 m.p.h. (184 knots)
	Landing gear operating	
	Extension	212 m.p.h. (184 knots)
	Retraction	191 m.p.h. (166 knots)
重心范围 (起落架放下)	(+199.4) 到 (+208.0) , 15000 磅 (+191.4) 到 (+208.0) , 11800 磅 给定两点间线性变化 由于收起起落架引起的力矩变化是- 5815 英寸.磅	
C.G. Range(Landing Gear Extended)	(+199.4) to (+208.0) at 15,000 lb. (+191.4) to (+208.0) at 11,800 lb. Straight line variation between points given Moment change due to retracting landing gear - 5815 in.-lb.	
空机重心范围	无	
Empty Wt C.G. Range	None	
最大重量	停机	15,100 磅
	起飞	15,000 磅
	着陆	15,000 磅
	零燃油	12,500 磅 (见注 1)
Maximum Weight	Ramp	15,100 lb.
	Takeoff	15,000 lb.
	Landing	15,000 lb.
	Zero fuel	12,500 lb. (See Note 1)
最小机组	1 名飞行员	
Minimum Crew	One pilot	

座位数和货物装载	最大 17 名（包括在+129 处的 2 名机组）（见注 7）。 批准的座椅和货物配置见飞行员操作手册中的装载说明。			
No. of Seats and Cargo Loading	Maximum 17 (including two crew at +129) (See NOTE 7). See loading instructions in POH for approved seating and cargo configurations.			
最大行李	550 磅 (+359); 510 磅 安装折叠座椅(序列号 FL-1 到 FL-380, 和 FL-382, FM-1 到 FM-11)			
Maximum Baggage	550 lb. (+359); 510 lbs. with foldup seats installed (S/N FL-1 through FL-380, and FL-382, FM-1 through FM-11 only)			
燃油容量	油箱	容量 加仑	可用 加仑	Arm*
	左主油箱	193.0	190.0	199.5
	右主油箱	193.0	190.0	199.5
	左辅助油箱	80.0	79.5	219.1
	右辅助油箱	80.0	79.5	219.1
	不可用燃油量见注 1(a)。 *变化见飞行员操作手册和 FAA 批准的飞行手册。 增加航程燃油容量见注 15。			
Fuel capacity	Tank	Cap. Gal.	Usable Gal.	Arm*
	Main LH	193.0	190.0	199.5
	Main RH	193.0	190.0	199.5
	Auxiliary LH	80.0	79.5	219.1
	Auxiliary RH	80.0	79.5	219.1
	See NOTE 1(a) for data on unusable fuel. *See POH and FAA Approved AFM for variations. See NOTE 15 for extended range fuel capacity.			
滑油容量	总计20夸脱 (每台发动机10夸脱) (包括每个整体发动机油箱内6夸脱可用滑油) 不可用滑油量见注1(b)			
Oil Capacity	20 qt. total (10 qts. each engine) (includes 6 qt usable in each integral engine tank) See NOTE 1(b) for data on unusable oil.			
最大使用高度	35000 英尺			
Maximum Operating Altitude	35,000 ft.			
操纵面运动	襟翼	最大 35°		
	副翼调整片	上 15°	下 15°	
	副翼	上 24°	下 16°	
	升降舵调整片	上 3°	下 15°	
	升降舵	上 20°	下 14°	
	方向舵调整片	右 15°	左 15°	
	方向舵	右 25°	左 25°	
Control Surface Movements	Wing flaps	Maximum	35°	

Aileron tabs	Up 15°	Down 15°
Aileron	Up 24°	Down 16°
Elevator tabs	Up 3°	Down 15°
Elevator	Up 20°	Down 14°
Rudder tab	Right 15°	Left 15°
Rudder	Right 25°	Left 25°

有效序列号

FL-1 及以上(Model B300)。见注 10
FM-1 及以上(Model B300C)。见注 10
FN-1 及以上(Model B300C)。见注 10

Serial Nos. Eligible

FL-1 and up (Model B300). See NOTE 10
FM-1 and up (Model B300C). See NOTE 10
FN-1 and up (Model B300C). See NOTE 10

对于 B300 和 B300C 适用的数据

Data Pertinent to Model B300 and B300C

基准

位于前千斤顶支点中心前 83.5 英寸

Datum

Located 83.5 in. forward of center of front jack point.

水平措施

机身左侧登机门前的 2 个螺钉

Leveling Means

Two external screws on left side of fuselage immediately forward of entrance door.

FAA 审定基础

FAR Part 23, 1965 年 2 月 1 日生效, 修正案 23-1 至 23-34; FAR Part 36, 1969 年 12 月 1 日生效, 修正案 36-1 至 36-15; SFAR 27, 1974 年 2 月 1 日生效, 修正案 27-1 至 27-6 和关于 23.207(c)的 No.5077 号豁免。专用条件 23-ACE-48A, 1990 年 8 月 13 日生效, 应用于装备飞机的电子飞行仪表系统。 FAR 23 的 23.201, 23.203 和 23.205 到修正案 23-45 (仅序列号 FN-1 及以上)。

1994 年 1 月 20 日生效, FAR 23.1457, 修正案 23.35。

关于 23.53(c)(1)的 5599 号豁免, 用地面最小控制速度(V_{mcg})确定起飞决断速度(V_1) (序列号 FL-111 及以后, FM-9 及以后, FN-2 及以后或以前按照 130-3004 号 Beech Kit 更改的飞机)。

关于 23.807(d)(1)(i)的 6405 号豁免, 允许单个应急出口, 除了客舱门之外。

当按照设备清单安装结冰保护设备时, 已经验证了对 FAR 23.1419 的结冰保护符合性。

等效安全: FAR 23.781(b), 螺旋桨控制旋钮的形状;

FAR 23.1305(g), 使用燃油低压警告器代替燃油压力指示器;

FAR 23.1321(d), 基本“T”型仪表板布局。不适用于安装 Proline 21 的飞机。

安装 Collins Proline 21 航电设备的附加要求：专用条件 23-131-SC，和等效安全 ACE-02-17 对于 FAR 23.1305(c)(2)，23.1305 (a)(2)(3)，和 23.1549(a)(b)(c)(d)，适合于直接读取仅显示滑油压力、滑油温度和燃油流量；FAR 23.301(a)，修正案 23-42；FAR 23.1322(a)(b)(c)(d)(e)，23.1331(a)(b)(c)，23.1357(a)(b)(c)(d) 修正案 23-43；FAR 23.305(a)(b)，23.397(a)(b)，23.613(a)(b)(c)(d)(e)，23.672(a)(b)(c)，23.1525，

23.1549(a)(b)(c)(d)修正案 23-45；FAR 23.561(a)(b)，23.607(a)(b)(c)，23.611 修正案 23-48；FAR 23.677(a)(b)(c)(d)，23.867(a)(b)，23.1303(a)(b)(c)(d)(e)(f)，23.1309(a)(b)(c)(d)(e)，23.1311(a)(b)，23.1321(a)(b)(c)(d)(e)，23.1323(a)(b)(c)(e)，23.1329(a)(b)(d)(e)(f)(g)(h)，23.1351(a)(c)，23.1353(h)，23.1359(c)，23.1365(d)(e)，23.1431(a)(b)(d)(e) 修正案 23-49；FAR 23.1325(a)(b)，23.1545(a)(b)(c)，23.1583(h)，23.1585(a)修正案 23-50；FAR 23.777(a)(b) 修正案 23-51；23.1305(a)(c)(e)修正案 23-52。

安装 Collins IFIS 的附加要求：23.321 修正案 23-45；23.337，23.574，23.575 修正案 23-48；23.1365(a) 修正案 23-49；23.1555(a)，23.1581(a)，23.1583(j)修正案 23-50；对序列号 FL-538 和 FL-544 及以后的 B300 以及序列号 FM-15 及以后的 B300C 有效。

安装 Collins FGC-3000 飞行导航计算机(Collins FGC-3000 飞行导航计算机装机前，需要安装 Collins Proline 21 航电设备)的附加要求：

23.1357(a) 修正案 23-43；23.677(a)，23.867(a)(b)(c)，23.1309(b)(c)(d)(e)，23.1329(e) 修正案 23-49；23.143(b) 修正案 23-50；23.1308(a)(b)(c)(d) 修正案 23-57；23.1581(a) 修正案 23-50；对序列号 FL-748 及以后的 B300 以及 FM-50 及以后的 B300C 有效。

安装 SMR Technologies 气动除冰套的附加要求：

23.613,23.1525 修正案 23-45；23.1309 修正案 23-49；23.1581，23.1583(h)，23.1585 修正案 23-50。

FAA Certification Basis

FAR Part 23 effective February 1, 1965, as amended by Amendments 23-1 through 23-34; FAR Part 36 effective December 1, 1969, as amended by Amendment 36-1 through 36-15; SFAR 27 effective February 1, 1974, as amended by Amendments 27-1 through 27-6 and Exemption No. 5077 from compliance with Section 23.207(c). Special Conditions 23-ACE-48A effective August 13, 1990, apply to Electronic Flight Instrument System (EFIS) equipped airplanes. FAR 23 Sections 23.201, 23.203 and 23.205 through amendment 23-45 (S/N FN-1 and up only).

Effective January 20, 1994, FAR 23.1457 as amended by Amendment 23.35.

Exemption 5599 from compliance with 23.53(c)(1), for use of ground minimum control speed (V_{mcg}) for determination of takeoff decision speed (V_1), (Serials FL-111 and after, FM-9 and after, FN-2 and after, or prior airplanes modified by Beech Kit No. 130-3004).

Exemption 6405 from compliance with 23.807(d)(1)(i) to allow a single emergency exit, in addition to the cabin door.

Compliance with ice protection has been demonstrated in accordance with FAR 23.1419 when ice protection equipment is installed in accordance with the Equipment List.

Equivalent Safety Findings: FAR 23.781(b) for shape of the propeller control knob;
FAR 23.1305(g) for use of fuel low pressure warning annunciators in lieu of the fuel pressure indicators;
FAR 23.1321(d) for the basic "T" instrument panel arrangement. Does Not Apply to Proline 21 Equipped Aircraft

Additional requirements for Collins Proline 21 Avionics Installation; Special Conditions 23-131-SC, and Equivalent Level of Safety ACE-02-17 for FAR 23.1305(c)(2), 23.1305(a)(2)(3), and 23.1549(a)(b)(c)(d), for direct reading only displays for oil pressure, oil temperature, and fuel flow; FAR 23.301(a) as amended by Amendment 23-42; FAR 23.1322(a)(b)(c)(d)(e), 23.1331(a)(b)(c), 23.1357(a)(b)(c)(d) as amended by Amendment 23-43; FAR 23.305(a)(b), 23.397(a)(b), 23.613(a)(b)(c)(d)(e), 23.672(a)(b)(c), 23.1525, 23.1549(a)(b)(c)(d) as amended by Amendment 23-45; FAR 23.561(a)(b), 23.607(a)(b)(c), 23.611 as amended by Amendment 23-48; FAR 23.677(a)(b)(c)(d), 23.867(a)(b), 23.1303(a)(b)(c)(d)(e)(f), 23.1309(a)(b)(c)(d)(e), 23.1311(a)(b), 23.1321(a)(b)(c)(d)(e), 23.1323(a)(b)(c)(e), 23.1329(a)(b)(d)(e)(f)(g)(h), 23.1351(a)(c), 23.1353(h), 23.1359(c), 23.1365(d)(e), 23.1431(a)(b)(d)(e) as amended by Amendment 23-49; FAR 23.1325(a)(b), 23.1545(a)(b)(c), 23.1583(h), 23.1585(a) as amended by Amendment 23-50; FAR 23.777(a)(b) as amended by Amendment 23-51; 23.1305(a)(c)(e) as amended by Amendment 23-52.

Additional requirements for the Collins IFIS Installation: 23.321 as amended by Amendment 23-45; 23.337, 23.574, 23.575 as amended by Amendment 23-48; 23.1365(a) as amended by Amendment 23-49; 23.1555(a), 23.1581(a), 23.1583(j) as amended by Amendment 23-50; Effective at Serial Numbers for the B300, FL-538 and FL-544 and after and for the B300C, FM-15 and after.

Additional requirements for the Rockwell Collins Flight Guidance Computer FGC-3000 installation (Collins ProLine 21 Avionics is required before having the FGC-3000 installed on the airplane): 23.1357(a) as amended by Amendment 23-43; 23.677(a), 23.867(a)(b)(c), 23.1309(b)(c)(d)(e), 23.1329(e) as amended by Amendment 23-49; 23.143(b) as amended by Amendment 23-50; 23.1308(a)(b)(c)(d) as amended by Amendment 23-57; and 23.1581(a) as amended by Amendment 23-50. Effective at Serial Numbers for the B300, FL-748 and after, and for the B300C, FM-50 and after.

Additional requirements for the installation of SMR Technologies pneumatic deicer boots: 23.613 and 23.1525 as amended by Amendment 23-45, 23.1309 as amended by Amendment 23-49, and 23.1581, 23.1583(h), and 23.1585 as amended by Amendment 23-50.

生产基础

Production Basis

生产许可证 No.8。颁发了生产许可证，制造商被授权在 14 CFR Part 21 规定授权范围内颁发适航证。

Production Certificate No. 8. A production certificate was issued and the

manufacturer is authorized to issue airworthiness certificates under the delegation option authorization provisions of 14 CFR Part 21.

设备

适用的适航规章(见审定基础)规定的基本必需设备必须安装到飞机上。

另外, 下列设备是必需的:

1. 失速告警传感器, P/N 101-380005-33, 适合于所有序列号。

失速告警计算机, P/N 101-380005-35 (适合于 S/N FL-1 至 FL-393, FM-1 至 FM-11); P/N 101-380005-39 (适合于 S/N FL-394 及以后, FM-12 及以后或早期的 Raytheon Aircraft Company 工具包 130-3022)。

2. 最大允许空速指示器, P/N 130-380039-3 (适合于 S/N FL-1 至 FL-92) 或 P/N 130-380005-3 (适用于 S/N FL-93 至 FL-380 和 FL-382)。对于序列号 FL-381 和 FL-383 及以后, 空速指示在驾驶员和副驾驶的 PFD 上显示。

3. 飞行员操作手册 P/N 130-590031-1 (适合于 S/N FL-1 至 FL-110 和 FM-1 至 FM-8) 或 P/N 130-590031-71 (适合于 S/N FL-111 至 FL-380, 和 FL-382; FM-9 至 FM-11) 或 P/N 130-590031-181 (S/N FL-381, FL-383 至 FL-499, 除了 FL-493, FM-12 和 FM-13); 或 P/N 130-590031-235 (适合于 S/N FL-493, FL-500 及以后, FM-14 及以后)。或 P/N 130-590031-245 (适合于 S/N FL-493, FL-500 至 FM-937 和 FM-14 至 FM-56 的按图纸 130M000009, 130M000030, 130-4014 or 130-4030 更改的飞机); 或 P/N 130-590031-499 (适合于 S/N FL-938, 和 FM-57 及以后的按图纸 130M000009, 130M000030, 130-4014 or 130-4030 更改的飞机)。

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Stall warning lift transducer, P/N 101-380005-33, for all serials.

Stall warning lift computer, P/N 101-380005-35 (for S/N FL-1 through FL-393, FM-1 through FM-11); P/N 101-380005-39 (for S/N FL-394 and later, FM-12 and later or earlier aircraft incorporating Raytheon Aircraft Company kit 130-3022).

2. Maximum allowable airspeed indicator, P/N 130-380039-3 (for S/N FL-1 through FL- 92) or P/N 130-380005-3 (for S/N FL-93 thru FL-380 and FL-382). For FL-381 and FL-383 and after the airspeed indication is included in the PFD pilot's and copilot's sides.

3. POH P/N 130-590031-1 (for S/N FL-1 through FL-110 and FM-1 thru FM-8) or P/N 130-590031-71 (for S/N FL-111 through FL-380, and FL-382; FM-9 through FM-11) or P/N 130-590031-181 (S/N FL-381, FL-383 thru FL-499, except FL-493, FM-12 and FM-13); or P/N 130-590031-235 (for S/N FL-493, FL-500 and later, FM-14 and later). or P/N 130-590031-245 (for S/N FL-493, FL-500 thru FM-937 and FM-14 thru FM-56 when modified by drawings 130M000009, 130M000030, 130-4014 or 130-4030); or P/N 130-590031-499 (for S/N FL-938, and FM-57 and

later when modified by drawings 130M000009, 130M000030, 130-4014 or 130-4030).

注 1 必须为每一架飞机提供最初取证时的重量和平衡数据、装载信息和包含在空机重量内的设备清单。

- (a)基本空机重量包括位于(+182.4 英寸)处的 52 磅不可用燃油，其中 10 磅是不可排泄燃油。
(b) 基本空机重量包括位于(+132.4 英寸)处的 57 磅发动机滑油，其中 33.7 磅是不可用的。

NOTE 1 Current weight and balance data, loading information, and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.

- (a)Basic empty weight includes unusable fuel of 52 lb. at (+182.4 in.) with 10 lb. being undrainable.
(b)Basic empty weight includes engine oil of 57 lb. at (+132.4 in.) with 33.7 lb. being unusable.

注 2 所有飞行员操作手册(P/N 130-590031-1 或 P/N 130-590031-71 或 P/N 130-590031-181 或 P/N 130-590031-235 或 P/N 130-590031-245 或 P/N 130-590031-499)要求的标牌, 必须安装在适当的位置。

NOTE 2 All placards required in the POH, (P/N 130-590031-1 or P/N 130-590031-71 or P/N 130-590031-181 or P/N 130-590031-235 or P/N 130-590031-245 or P/N 130-590031-499) must be installed in the appropriate locations.

注 3 在 FAA 批准的适航限制手册 P/N 130-590031-211 (适合于 FL-1 及以后 和 FM-1 及以后) 和 B300 维护手册增补 130-590031-67 (适合于 FN-1 及以后)的第 4 章中包含所有结构件的强制退役期。没有 FAA 工程批准，这些限制不能改变。

NOTE 3 Mandatory retirement times for all structural components are contained in the FAA Approved ALM. P/N 130-590031-211 (For FL-1 and up and FM-1 and up) and Chapter 4 of the Beechcraft B300 Maintenance Manual Supplement 130-590031-67 (for FN-1 and up). These limitations may not be changed without FAA Engineering approval.

注 4 最大螺旋桨轴超转限制是 110%(1870 转/分)。100%螺旋桨轴转速为 1700 转/分，是正常稳定状态使用限制。燃气发生器加速到 104%是不受限制阶段，取决于适用的温度和其它限制。100%燃气发生器转速为 37500 转/分

NOTE 4 The maximum propeller shaft over speed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.

注 5 在海平面、标准昼间条件下，飞行空转螺旋桨低距止动设置在 1500 转/分，发动机扭矩是 36%。地面空转低距止动设置在 62-64%NI 时螺旋桨转速不低于 1050 转/分。

NOTE 5 Flight idle propeller low pitch stop is set so that at 1500 r.p.m. the engine torque is 36 percent for sea level, standard day conditions. Ground idle low pitch stop is set so that at 62 to 64 percent N_i prop r.p.m. is not less than 1050 r.p.m.

注 6 代用的航空汽油：

在发动机检查期之间，按照 ASTM D910 使用等级 80、100 或 100LL 航空汽油，或按照 MIL-G-5572 使用等级 80/87、91/96、100/130 或 115/145 航空汽油是允许的，总的时间不超过 150 小时。

转换燃料类型时，不必从系统中清除未使用的燃料。

NOTE 6

Alternate use of aviation gasoline:

Use of Grades 80, 100, or 100LL aviation gasoline per ASTM D910, or Grades 80/87, 91/96, 100/130, or 115/145 aviation gasoline per MIL-G-5572 is permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.

注 7

至 S/N FL-155，安装 10 个或更多选装乘客座椅的飞机，必须装备：

1. 双舱布置的 8 个客舱座椅必须是窄靠背构型，零件号 130-530074-1, -2, -3, -4, -5, -6, -7, 或 -11, -9, 或 -12。

NOTE 7

Airplanes with the optional passenger seating of 10 or more through S/N FL-155, must be equipped with the following:

1. The eight cabin seats in the double club cabin arrangement must be of the narrow back configuration, part numbers 130-530074-1, -2, -3, -4, -5, -6, -7, or -11, -9, or -12.

注 8

下述机型已经交付，并且按照 FAR 21.187 符合通勤类和限制类的多类适航证件，对于任何特殊用途，在适用的飞行员操作手册/飞行手册中说明了总重和其它限制，这些特殊用途在 FAA 批准的适用的飞行员操作手册/飞行手册增补中说明。

机型用途	FAR 对于限制类不适用的	最大重量	飞行员操作手册增补
B300C 照相	23.1, 23.775(e), 23.1545(b)	15,000	130-590031-65

必要时，联系豪客比奇公司以获得本出版物中引用的有关图纸和工具包的可用信息。

NOTE 8

The following models have been delivered and are eligible for multiple airworthiness certification per FAR 21.187 in Commuter and Restricted Category at indicated gross weight and other limitations specified by the applicable POH/AFM for any special purpose that is specified by an FAA Approved Supplement to the applicable POH/AFM.

Model Purpose	FAR's Inappropriate for Restricted Category Certification	Maximum Gross Wt.	Pilot's Operating Handbook Supplement
B300C Photographic	23.1, 23.775(e), 23.1545(b)	15,000	130-590031-65

Contact Hawker Beechcraft Company as necessary to obtain availability information concerning the drawings and kits which are referenced by this publication.

注 9

按下述图样进行改装后，B300/B300C 可以出口到下述国家：

国家	机型	图样
a) 英国	B300	130-005002*
b) 加拿大	B300/B300C	130-005003
c) 法国	B300/B300C	130-005005*
d) 俄罗斯 (独联体)	B300	130-005007

* 仅适用于 2003 年 9 月之前改装。

NOTE 9

The Models B300/B300C are eligible for export to the countries noted when modified to the following drawings:

<u>Country</u>	<u>Model</u>	<u>Beech Drawing</u>
a) United Kingdom	B300	130-005002*
b) Canada	B300/B300C	130-005003
c) France	B300/B300C	130-005005*
d) Russia (CIS)	B300	130-005007

* Only required if modified prior to September 2003 with this installation.

注 10

公司名称更改生效于 1996 年 4 月 15 日。瑞斯龙飞机公司的名称下生产以下序列号: B300: FL-137 至 FL-423. B300C: FM-9 至 FM-13, FN-1(RAC, 300)。

NOTE 10

Company name change effective 4/15/96. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: B300: FL-137 through FL-423. B300C: FM-9 thru FM-13, FN-1(RAC, 300).

注 11

B300 和 B300C 飞机的 RVSM 能力是依据 STC SA01798SE。该 STC 批准关于 14 CFR Part 91 附录 G 登记的航空器。具体的 RVSM STC 实施信息参见飞机维护履历本。运营商必须从当地的 FAA 飞行标准处(FSDO)获得对于 RVSM 运行的最终批准。

FL-850 及以后和 FM-55 及以后生产的飞机, 其 RVSM 要求已经被纳入型号设计中。这些飞机对于 RVSM 关于 14 CFR Part 91 附录 G 的符合性包含于初始适航批准中。所生产飞机的持续适航文件(ICA)现已纳入适用的飞机维护手册。运营商必须从当地的 FSDO 处获得对于 RVSM 运行的最终批准。

NOTE 11

RVSM capability is per (one of the following) STCs ST01070SE, ST01278SE, ST01456SE, SA01790SE or SA01798SE for Models B300 and B300C. These STCs approves the noted aircraft to 14 CFR Part 91, Appendix G. Refer to the airplane maintenance logbook for specific RVSM STC incorporated at build. Authorization for RVSM operations must be obtained by the operator from the local FAA Flight Standards District Office (FSDO).

RVSM requirements have been incorporated into the type design of production aircraft at FL-850 and after, and FM-55 and after. These aircraft are RVSM compliant to 14 CFR 91, Appendix G at initial airworthiness issuance. Instructions for Continued Airworthiness (ICA) for the production airplanes are now incorporated into the applicable airplane maintenance manual. Authorization for RVSM operations must be obtained by the operator from the local FAA FSDO.

注 12

按照图样 130-4402 改装的飞机符合飞行员操作手册增补 P/N 130-590031-219 中所定义的通勤类增加重量状态。同时装有增加航程油箱的飞机, 使用飞行员操作手册 130-590031-255。

适航限制更改在适航限制手册增补 P/N 130-590031-221 中给出。

B300 的审定基础由修正案 23-1 至 23-50 进行修正,除了 14CFR §23.49、23.201、23.203、23.205 和 23.207。

NOTE 12

Airplanes modified per Beech drawing 130-4402 are eligible for increased weights in the Commuter Category as defined in Pilot's Operating Handbook Supplement P/N 130-590031-219. Airplanes that also have the extended range fuel tanks installed are to use Pilot's Operating Handbook, 130-590031-255.

Airworthiness limitations changes are defined Airworthiness Limitations Manual Supplement P/N 130-590031-221.

Certification Basis per Model B300 except 14CFR §23.49, 23.201, 23.203, 23.205, and 23.207 as amended by Amendments 23-1 through 23-50.

注 13

公司名称更改生效于 2007 年 3 月 16 日。豪客比奇公司的名称下生产以下序列号飞机: FL-424、FL-521、FL-522、FL-523 和 FL-526 及以后, FM-14 及以后。

NOTE 13

Company name change effective 3-16-07. The following serial numbers are manufactured under the name of Hawker Beechcraft Corporation: FL-424, FL-521, FL-522, FL-523 and FL-526 and after; FM-14 and after.

注 14

对于安装机翼外挂点(MOD007710)的序列号 FM-14、FM -16、FM- 17 和 FM- 18 飞机, 在进口回到美国之前必须重新评估结构和疲劳。

NOTE 14

Re-evaluation of structure and fatigue will be required for serial numbers FM-14, FM-16, FM-17 and FM-18, with the Wing Hardpoints installed (MOD007710), prior to import back into the United States.

注 15

按照豪客比奇图样 130M000030 或工具包图样 130-4014 进行改装的飞机, 符合飞行员操作手册 P/N 130-590031-245 或 P/N 130-590031-499 中所定义的通勤类增加重量和增加燃油容量状态。与标准型 B300 和 B300C 相比较, 变化如下:

设计重量

最大停机坪重量	16 600 磅 (7530 公斤)
最大起飞重量	16 500 磅(7484 公斤)
最大着陆重量	15 675 磅(7110 公斤)
最大零油重量	13 000 磅(5897 公斤)

重心范围 (起落架伸出)

16 500 磅时, (+203.3)至 (+208.0)
11 800 磅时, (+191.4) 至 (+208.0)

给出点之间线性变化

由于收起起落架引起的力矩变化 (-8 307 英寸.磅.)

燃油容量

最大可用燃油容量	5192 磅 (2361 公斤)
(1 美国加仑= 6.7 磅.)	775 美国加仑
增加航程油箱可用燃油容量(单侧)	790 磅(359 公斤)
增加航程油箱可用燃油容量(总计)	1581 磅(718 公斤)
(2 个油箱, 每个 118 加仑)	236 美国加仑

B300 的审定基础由修正案 23-1 至 23-50 进行修正, 除了 14CFR §23.49、23.201、23.203、23.205 和 23.207。

NOTE 15

Airplanes modified per Hawker Beechcraft Drawing 130M000030 or Kit Drawing 130-4014 are eligible for increased weights and increased fuel capacity in the commuter category as defined by POH P/N 130-590031-245 or POH/AFM P/N 130-590031-499. The areas of change from a standard B300 and B300C are listed below:

Design Weights

Max Ramp Weight	16 600 lb (7 530 kg)
Max Takeoff Weight	16 500 lb (7 484 kg)
Max Landing Weight	15 675 lb (7 110 kg)
Max Zero Weight	13 000 lb (5 897 kg)

C.G. Range (Landing Gear Extended)

(+203.3) to (+208.0) at 16 500 lb
 (+191.4) to (+208.0) at 11 800 lb
 Straight line variation between points given
 Moment change due to retracting landing gear (-8 307 in.lb.)

Fuel Capacities

Max Useable Fuel Capacity	5192 lb (2361 kg)
(1 U.S. gallon = 6.7 lb/ U.S. gal.)	775 U.S gal
Extended Range Fuel Tanks Useable Fuel Capacity (one side)	790 lb. (359 kg)
Extended Range Fuel Tanks Useable Fuel Capacity (total)	1581 lb. (718 kg)
(2 tanks, 118 gal. each)	236 U.S. gal.

Certification Basis per Model B300 except 14CFR §23.49, 23.201, 23.203, 23.205, and 23.207 as amended by Amendments 23-1 through 23-50.

注 16

按照豪客比奇图样 130M000009 或 130-4030 进行改装的 B300 和 B300C 飞机，符合飞行员操作手册/飞行手册 P/N 130-590031-245 和飞行员操作手册/飞行手册增补（适用于不带增加航程油箱的增重状态飞机）P/N 130-590031-321 中所定义的通勤类增加重量状态。与标准型 B300 和 B300C 相比较，变化如下：

设计重量

最大停机坪重量	16 600 磅 (7530 公斤)
最大起飞重量	16 500 磅(7484 公斤)
最大着陆重量	15 675 磅(7110 公斤)
最大零油重量	13 000 磅(5897 公斤)

重心范围 (起落架伸出)

16 500 磅时，(+203.3)至 (+208.0)
 11 800 磅时，(+191.4) 至 (+208.0)
 给出点之间线性变化
 由于收起起落架引起的力矩变化 (-8 307 英寸.磅.)

NOTE 16

B300 and B300C airplanes modified by Hawker Beechcraft Drawing 130M000009 or Drawing 130-4030 are eligible for increased gross weights in the commuter category as defined by POH/AFM P/N 130-590031-245 and POH/AFM Supplement for Heavy Weight Aircraft without ER Tanks, P/N 130-590031-321. The areas of change from a standard B300C are listed below.

Design Weights

Max Ramp Weight	16 600 lb. (7 530 kg)
Max Takeoff Weight	16 500 lb. (7 484 kg)

Max Landing Weight	15 675 lb. (7 110 kg)
Max Zero Weight	13 000 lb. (5 897 kg)
C.G. Range (Landing Gear Extended)	
(+203.3) to (+208.0) at 16 500 lb.	
(+191.4) to (+208.0) at 11 800 lb.	
Straight line variation between points given	
Moment change due to retracting landing gear (-8 307 in.lb.)	

注 17 公司名称更改生效于 2013 年 4 月 12 日。比奇飞机公司的名称下生产以下序列号飞机：FL-846 及以后的 B300，FM-55 及以后的 B300C。

NOTE 17 Company name change effective 4/12/13. The following serial numbers are manufactured under the name of Beechcraft Corporation: B300: FL-846 and after; B300C: FM-55 and after.

注 18 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 18 Chinese Placards and markings are included in Drawing (130-005130 Rev.1) or later revisions CAAC approved.

**II. 型号 1900D, 客机, 21 PCLM (通勤类), 1991 年 3 月 19 日获 FAA 批准。CAAC 于 1999 年 10 月 15 日认可。
Model 1900D, Airliner, 21 PCLM (Commuter Category). Approved March 19,1991 by FAA. Validated
October 15, 1999 by CAAC.**

发动机 两台加拿大普惠公司的 PT6A-67D 涡桨发动机，按照比奇规范 BS 24442。
FAAC TC 证号. E26NE
CAAC VTC 证号 No. VTC0226E

Engine Two(2) Pratt & Whitney of Canada, Ltd. PT6A-67D (turboprop) per Beech Specification BS 24442.
FAAC TC No. E26NE
CAAC VTC No. VTC0226E

燃油 JP-4, JP-5 和 JP-8 (MIL-T-5624); 符合 P&WC S.B. 14004 或 ASTM Spec. D1655 的 JET A、JET A-1 和 JET B。
应急燃料见注 7。

Fuel JP-4, JP-5 and JP-8 (MIL-T-5624); Jet A, Jet A-1, and Jet B conforming to P&WC S.B. 14004 or ASTM Spec. D1655.
See NOTE 7 for emergency fuels.

滑油 (发动机和减速器) P&WC PT6 发动机服务通报 No.14001 列出了经批准的滑油牌号。

Oil (Engine & Gearbox) P&WC PT6 Engine Service Bulletin No. 14001 lists approved brand oils.

发动机限制

	轴马力	扭矩 英尺-磅	N1 燃气发 生器转速	螺旋桨轴 转速	最大许用涡轮级间 温度(°C)
起飞 (5 分钟)	1279	3950	104%	1700*	800
最大连续	1214	3950	104%	1700*	780
启动瞬间 (5 秒)					1000
最大反桨(1 分钟)	900			1650*	760
	*见注 4				

飞行手册给出了用于起飞的最小扭矩设定值。必须能达到这些设定值而不超出涡轮级间温度或 N1 限制。

滑油温度: - 40°C. 最小启动

- 40°C.到 110°C. 低慢车

10°C.到 110°C. 最大连续

Engine Limits

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	1279	3950	104%	1700*	800
Max. continuous	1214	3950	104%	1700*	780
Starting transient (5 sec.)					1000
Max. reverse (1 min.)	900			1650*	760

*See NOTE 4.

The AFM provides minimum torque settings for T.O. It must be possible to achieve these settings without exceeding ITT or N_1 limits.

Oil temperatures: Minus 40°C. minimum starting

Minus 40°C. to 110°C. low idle

10°C. to 110°C. max. continuous

螺旋桨和螺旋桨限制(飞机
序列号 UE-1 到 UE-326)

一个或两个 Hartzell 公司配有 Hartzell E10950K 叶片的 HC-E4A-3A 桨毂; 和/或一个或两个 Hartzell 公司配有 Hartzell E10950PK 叶片的 HC-E4A-3I 桨毂; 和/或一个或两个 Hartzell 公司配有 Hartzell E10950PK 叶片的 HC-E4A-3J 桨毂。

或

一个或两个 Hartzell 公司配有 Hartzell E10950B 叶片的 HC-E4A-3A 桨毂; 和/或一个或两个 Hartzell 公司配有 Hartzell E10950PB 叶片的 HC-E4A-3I 桨毂; 和一个或两个 Hartzell 公司安装有 129-9024-1 或 129-9024-3 的配有 Hartzell E10950PB 叶片的 HC-E4A-3J 桨毂。

或

一个 Hartzell 公司配有 Hartzell E10950K 叶片的 HC-E4A-3A 桨毂; 或一个 Hartzell 公司配有 Hartzell E10950PK 叶片的 HC-E4A-3I 桨毂; 或一个 Hartzell 公司配有 Hartzell E10950PK 叶片的 HC-E4A-3J 桨毂和一个 Hartzell 公司配有 Hartzell E10950B 叶片的 HC-E4A-3A 桨毂; 或一个 Hartzell 公司配有 Hartzell E10950PB 叶片的 HC-E4A-3I 桨毂; 或一个 Hartzell 公司安装有 129-9024-5 的配有 Hartzell E10950PB 叶片的 HC-E4A-3J 桨毂。

直径: 110.0 英寸, 按照比奇规范 24476。不允许减小。

桨距设置:

飞行慢车停止	见注 5
反桨	$-14.5^{\circ} \pm 0.5^{\circ}$
顺桨	$-79^{\circ} \pm 0.5^{\circ}$

FAAC TC 证号 P10NE

CAAC VTC 证号 VTC0203P

Propeller and Propeller
Limits (Aircraft Serials
UE-1 through UE-326)

1 or 2 Hartzell HC-E4A-3A hubs with Hartzell E10950K blades; and/or 1 or 2 Hartzell HC-E4A-3I hubs with Hartzell E10950PK blades; and/or 1 or 2 Hartzell HC-E4A-3J hubs with Hartzell E10950PK blades.

or

1 or 2 Hartzell HC-E4A-3A hubs with Hartzell E10950B blades; and/or 1 or 2 Hartzell HC-E4A-3I hubs with Hartzell E10950PB blades; and 1 or 2 Hartzell HC-E4A-3J hubs with Hartzell E10950PB blades with Kit 129-9024-1 or Kit 129-9024-3 installed.

or

1 Hartzell HC-E4A-3A hub with Hartzell E10950K blades; or 1 Hartzell HC-E4A-3I hub with Hartzell E10950PK blades; or 1 Hartzell HC-E4A-3J hub with Hartzell E10950PK blades and 1 Hartzell HC-E4A-3A hub with Hartzell E10950B blades; or 1 Hartzell HC-E4A-3I hub with Hartzell E10950PB blades; or 1 Hartzell HC-E4A-3J hub with Hartzell E10950PB blades with Kit 129-9024-5 installed.

Diameter: 110.0 In. per Beech Specification 24476. No further reduction permitted.

Pitch settings at:

Flight Idle Stop(See NOTE 5)

Reverse $-14.5^{\circ} \pm 0.5^{\circ}$

Feather $-79^{\circ} \pm 0.5^{\circ}$

FAAC TC No. P10NE

CAAC VTC No. VTC0203P

螺旋桨和螺旋桨限制(飞机
序列号 UE-327 及以后)

两个 Hartzell 公司配有 Hartzell E10950PB 叶片的 HC-E4A-3J 桨毂。

直径: 110.0 英寸, 按照比奇规范 24476。不允许减小。

桨距设置:

飞行慢车停止 见注 5

反桨 $-14.5^{\circ} \pm 0.5^{\circ}$

顺桨 $-79^{\circ} \pm 0.5^{\circ}$

FAAC TC 证号 P10NE

CAAC VTC 证号 VTC0203P

Propeller and Propeller
Limits (Aircraft Serials
UE-327 and Up)

2 Hartzell HC-E4A-3J hubs with Hartzell E10950PB blades.

Diameter: 110.0 In. per Beech Specification 24476. No further reduction permitted.

Pitch settings at:

Flight Idle Stop(See NOTE 5)

Reverse $-14.5^{\circ} \pm 0.5^{\circ}$

Feather $-79^{\circ} \pm 0.5^{\circ}$

FAAC TC No. P10NE

CAAC VTC No. VTC0203P

空速限制 (指示空速)

最大使用速度 285 英里每小时(248 节), 直至 13200 英尺

最大使用马赫数 0.48

机动速度 205 英里每小时 (178 节)

襟翼放下的最大速度

局部襟翼 17.5° 216 英里每小时(188 节)

100%位置 35° 165 英里每小时(143 节) UE-1 到 UE-78

100%位置 35° 177 英里每小时(154 节) UE-79 及以后和按照比奇服务通报 No. 2512 进行更改的 UE-1 到 UE-78。

起落架放下 207 英里每小时(180 节)

操作起落架

放下 207 英里每小时(180 节)

收起 207 英里每小时(180 节)

Airspeed Limits (IAS)	Max. operating speed	285 m.p.h. (248 knots) up to 13,200 ft.
	Max. operating Mach No.	0.48
	Maneuvering airspeed	205 mph (178 knots)
	Maximum flap extension speed	
	Partial flap 17.5°	216 m.p.h. (188 knots)
	100% position 35°	165 m.p.h. (143 knots) UE-1 through UE-78
	100% position 35°	177 m.p.h. (154 knots) UE-79 and up and UE-1 through UE-78 when modified per Beech Service Bulletin No. 2512.
	Landing gear extended	207 m.p.h. (180 knots)
	Landing gear operating	
	Extension	207 m.p.h. (180 knots)
	Retraction	207 m.p.h. (180 knots)
重心范围（起落架放下）	F.S. 282.7 至 F.S. 299.9 , 16950 磅 F.S. 274.5 至 F.S. 299.9 , 11600 磅或更小 给定两点间线性变化 由于收起起落架引起的力矩变化是-8966 英寸.磅	
C.G. Range (Landing Gear Extended)	F.S. 282.7 to F.S. 299.9 at 16,950 lbs. F.S. 274.5 to F.S. 299.9 at 11,600 lbs. or less Straight line variation between points given Moment change due to retracting landing gear (-8966 in.-lb.)	
空机重心范围	无	
Empty Wt. C.G. Range	None	
最大重量	停机	17060 磅
	起飞	16950 磅
	着陆	16600 磅
	零燃油	15000 磅 (见注 1)
Maximum Weight	Ramp	17,060 Lbs.
	Takeoff	16,950 Lbs.
	Landing	16,600 Lbs.
	Zero fuel	15,000 Lbs. (See Note 1)
最小机组	1 名飞行员	
Minimum Crew	One pilot	
座位数和货物装载	最大 21 名（包括在+129 处的 2 名机组）（见注 7）。 批准的座椅和货物配置见飞行手册中的装载说明。	
No. of Seats and Cargo Loading	Maximum 21 (including two crew at +129). (See Note 7) See loading instructions in Airplane Flight manual for approved seating and cargo configurations.	
最大行李	最大行李见注 6。	
Maximum Baggage	See NOTE 6 for data on maximum baggage.	

燃油容量	油箱	容量 加仑	可用 加仑	Arm
	左主油箱	244.7	240.5	296
	右主油箱	244.7	240.5	296
	左辅助油箱	93.3	92.2	304
	右辅助油箱	93.3	92.2	304

不可用燃油量见注 1(a)。

Fuel capacity	Tank	Cap. Gal.	Usable Gal.	Arm
	Main LH	244.7	240.5	296
	Main RH	244.7	240.5	296
	Auxiliary LH	93.3	92.2	304
	Auxiliary RH	93.3	92.2	304

See NOTE 1(a) for data on unusable fuel.

滑油容量 总计29夸脱，位于F.S. 249 (包括两个整体发动机油箱内的12夸脱可用滑油)
不可用滑油量见注 1(b)

Oil Capacity 29 qt. total at F.S. 249 (includes 12 qt usable in two integral engine tanks)
See NOTE 1(b) for data on unusable oil.

最大使用高度 25000 英尺
Maximum Operating Altitude 25,000 ft.

操纵面运动	襟翼	最大	35°	
			上 15°	下 15°
			上 24°	下 17°
			上 5.5°	下 16.5°
			上 20°	下 14°
			右 15°	左 15°
			右 25°	左 25°
			35°	
			Up 15°	Down 15°
			Up 24°	Down 17°
Control Surface Movements	Wing flap	Maximum	Up 5.5°	Down 16.5°
			Up 20°	Down 14°
			Right 15°	Left 15°
			Right 25°	Left 25°
			35°	
			Up 15°	Down 15°

有效序列号 UE-1 及以后，见注 9。
Serial Nos. Eligible UE-1 and after. See Note 9.

对于 1900D 适用的数据 Data Pertinent to Model 1900D

基准 位于机翼前翼梁中心线前 290.5 英寸。
Datum Located 290.5 in. forward of the wing (forward) spar centerline.

水平措施
Leveling Means

机身左侧登机门后的 2 个螺钉
Two external screws on left side of fuselage aft of entrance door.

FAA 审定基础

FAR Part 23, 1965 年 2 月 1 日生效, 修正案 23-1 至 23-34; FAR Part 36, 1969 年 12 月 1 日生效, 修正案 36-1 至 36-18; FAR Part 34, 1990 年 9 月 10 日生效。此外, 1989 年 8 月 23 日关于 23.207(c)的 No.5078 号豁免和 1990 年 8 月 9 日关于 23.201(e)、(f)(4) 和 (f)(5), 23.203(c)(4)和 (c)(5), 23.1545(b)(5) 和 (b)(6) 的 No. 5216 号豁免已经得到批准。专用条件 23-ACE-48A, 1990 年 8 月 13 日生效。

等效安全:

- (1) FAR 23.781(b), 螺旋桨控制旋钮;
- (2) FAR 23.1305(g), 燃油压力指示器;
- (3) FAR 23.1321(d), 仪表板布局;
- (4) FAR 23.729(f)(1), 起落架警告“Q”开关。

当按照设备清单安装结冰保护设备时, 已经验证了对 FAR 23.1419 的结冰保护符合性。

FAA Certification Basis

FAR Part 23 of the Federal Aviation Regulations (FARs), effective February 1, 1965, as amended by Amendments 23-1 through 23-34; FAR Part 36 effective December 1, 1969, as amended by Amendment 36-1 through 36-18; FAR Part 34 effective September 10, 1990. Also, Exemption No. 5078 from FAR 23.207(c) dated August 23, 1989, and Exemption No. 5216 from FAR 23.201(e), (f)(4), and (f)(5); 23.203(c)(4) and (c)(5); 23.1545(b)(5) and (b)(6) dated August 9, 1990, have been granted. Special Conditions 23-ACE-48A effective August 13, 1990.

Equivalent Safety Findings

- | | |
|-------------------------------------|------------------|
| (1) Propeller control knob | FAR 23.781(b) |
| (2) Fuel pressure gage | FAR 23.1305(g) |
| (3) Instrument panel arrangement | FAR 23.1321(d) |
| (4) Landing gear warning "Q" switch | FAR 23.729(f)(1) |

Compliance with ice protection has been demonstrated in accordance with FAR 23.1419 when ice protection equipment is installed in accordance with the Equipment List.

生产基础
Production Basis

生产许可证 No.8。
Production Certificate No. 8.

设备

适用的适航规章(见审定基础)规定的基本必需设备必须安装到飞机上。
另外, 下列设备是必需的:

1. 失速告警系统包括: 失速告警计算机 P/N 114-380051-5 和失速告警传感器 P/N 114-380051-1。
2. 最大允许空速指示器, P/N 130-380005-5, 安装于 UE-1 到 UE-78。
最大允许空速指示器 P/N 130-380005-7 安装在 UE-79 及以后和按照比奇服务通报 No. 2512 更改后的 UE-1 到 UE-78。
3. 飞行手册, P/N 129-590000-3。

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulation (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Pre-stall warning system to include: stall warning lift computer, P/N 114-380051-5 and stall warning lift transducer, P/N 114-380051-1.
2. Maximum allowable airspeed indicator, P/N 130-380005-5 on UE-1 through UE-78.
Maximum allowable airspeed indicator P/N 130-380005-7 on UE-79 and up and on UE-1 through UE-78 when modified per Beech Service Bulletin No. 2512.
3. Airplane Flight Manual, P/N 129-590000-3.

注 1 必须为每一架飞机提供最初取证时的重量和平衡数据、装载信息和包含在空机重量内的设备清单。

NOTE 1. (a)基本空机重量包括位于(+300.1 英寸)处的 84.3 磅不可用燃油,其中 14.6 磅是不可排泄燃油。
(b)基本空机重量包括位于(+249.3 英寸)处的 57.5 磅发动机滑油,其中 33.7 磅是不可用的。
Current weight and balance data, loading information and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.
(a) Basic empty weight includes unusable fuel of 84.3 lb. at (+300.1 in.) with 14.6 lb. being undrainable.
(b) Basic empty weight includes engine oil of 57.5 lb. at (+249.3 in.) with 33.7 lb. being unusable.

注 2 所有飞行手册(P/N 129-590000-3)要求的标牌,必须安装在适当的位置。

NOTE 2. All placards required in the approved Airplane Flight Manual (P/N 129-590000-3) must be installed in the appropriate location.

注 3 在 FAA 批准的 1900D 飞机维护手册适航限制部分(5-60 章)包含所有结构件的强制退役期。没有 FAA 工程批准,这些限制不能改变。

NOTE 3. Mandatory retirement times for all structural components are contained in the FAA Approved Airworthiness Limitations Section, Chapter 5-60, of the Beechcraft 1900D Airliner Maintenance Manual. These limitations may not be changed without FAA Engineering approval.

注 4 最大螺旋桨轴超转限制是 110%(1870 转/分)。100%螺旋桨轴转速为 1700 转/分,是正常稳定状态使用限制。燃气发生器加速到 104%是不受限制阶段,取决于适用的温度和其它限制。100%燃气发生器转速为 37500 转/分。

NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.

注 5 飞行空转螺旋桨低距止动设置在 1500 转/分。扭矩是随高度和外界大气温度变化的函数。对于海平面、标准昼间条件,为了达到 1500 转/分,扭矩是 1650 英尺-磅。

NOTE 5. Flight idle prop low pitch stop is set at 1500 r.p.m. The torque is a variable function of altitude and O.A.T. For sea level, standard day conditions, torque is 1650 ft-lbs. to obtain 1500 r.p.m.

注 6 最大行李

250 磅,位于 F.S. 163.6 (分布在 F.S. 150.6 至 175.6)

1000 磅,位于 F.S. 483.5 (分布在 F.S. 453.5 至 513.5)

630 磅, 位于 F.S. 533.0 (分布在 F.S. 513.5 至 557.5)

NOTE 6.

Maximum Baggage

250 lbs. at F.S. 163.6 (Distributed over F.S. 150.6 to 175.6)

1000 lbs. at F.S. 483.5 (Distributed over F.S. 453.5 to 513.5)

630 lbs. at F.S. 533.0 (Distributed over F.S. 513.5 to 557.5)

注 7

紧急情况下使用航空汽油:

在发动机检查期之间,按照 ASTM D910 使用等级 80、100 或 100LL 航空汽油,或按照 MIL-G-5572 使用等级 80/87、91/96、100/130 或 115/145 航空汽油是允许的, 总的时间不超过 150 小时。

如果任一备用泵失效, 不允许使用。在 18000 英尺以上不允许使用。起飞和着陆阶段, 备用泵必须打开

NOTE 7.

Emergency use of aviation gasoline. Use of Grades 80, 100, or 100LL aviation gasoline per ASTM D910 or Grades 80/87, 91/96, 100/130, or 115/145 aviation gasoline per MIL-G-5572 is permitted for a total time period not to exceed 150 hours time between engine overhauls. Operation is prohibited if either standby pump is inoperative. Operation is prohibited above 18,000 feet. Standby pumps must be on for takeoff and landing.

注 8

当按规定的图样或改装包进行改装后, 确定序列号的 1900D 可以出口到下述国家:

<u>国家</u>	<u>机型</u>	<u>比奇图样</u>
a) 法国	UE-1 及以上	129-005002
b) 加拿大	UE-1 及以上	129-005005
c) 德国	UE-1 及以上	129-005006

NOTE 8.

Model 1900D airplanes with serial numbers identified are eligible for export to the countries listed below when modified by the indicated Beech drawings or kits:

<u>Country</u>	<u>Model</u>	<u>Beech Drawing</u>
a. France	UE-1 and up	129-005002
b. Canada	UE-1 and up	129-005005
c. Germany	UE-1 and up	129-005006

注 9

公司名称更改生效于 1996 年 4 月 15 日。瑞斯龙飞机公司的名称下生产以下序列号: 1900D: UE-209、211 及以后。

NOTE 9.

Company name change effective 4/15/96. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: 1900D: UE-209, 211 and up.