

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: VTC0265A

版次/Revision: 4

型号/Type: B300

B300C

1900D

批准人/Approved By:



职务/Title: Director General of CAAC-AAD

日期/Date: 2018 年 11 月 12 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:

Textron Aviation Inc.

One Cessna Boulevard

Wichita, KS 67215

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

1. 2012年02月01日, CAAC向Hawker Beechcraft Corporation颁发型号认可证VTC0265A。
VTC0265A was issued to Hawker Beechcraft Corporation by CAAC on Feb.1st,2012.
2. 2015年11月16日, 型号认可证持有人由Hawker Beechcraft Corporation 变更为Beechcraft Corporation.
Validation of type certificate holder was changed from Hawker Beechcraft Corporation to Beechcraft Corporation on Nov.16th,2015.
3. 2018年11月12日, 型号认可证持有人Beechcraft Corporation 变更为Textron Aviation Inc.
Validation of type certificate holder was changed from Beechcraft Corporation to Textron Aviation Inc. on Nov.12,2018.

目录 / Contents

第 1 部分总则（所有型别）	3
第 2 部分/SECTION 2: B300,B300C.....	5
I. 总则/General	5
II. 认可审定基础/Validation Certification Basis	5
III.技术特征和运行限制/Technical Characteristics and Operational Limitations....	5
IV. 注释/Notes	14
第 3 部分/SECTION 3: 1900D	21
I. 总则/General	21
II. 认可审定基础/Validation Certification Basis	21
III.技术特征和运行限制/Technical Characteristics and Operational Limitations..	21
IV. 注释/Notes	29

第 1 部分总则

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	VTC0265A,Rev.4 2018-11-12	A24CE, Rev 120, May18, 2018
历史/ History	VTC0265A,Rev 3 2016-09-23 VTC0265A,Rev 2 2015-11-16 VTC0265A,Rev 1 2012-09-06 VTC0265A,Rev 0 2012-02-01	A24CE, Rev 114, July 29, 2016 A24CE, Rev 110, July 9, 2014 A24CE, Rev 103, December 20, 2011 A24CE, Rev 100, May 17, 2010 A24CE, Rev 70, June 15,1999

注：VTCD0265A 第 4 版对应 TCDS A24CE 第 120 版，但不包含备用发动机 PT6A-67A 及其相关内容。

Note: Except for the alternate engine PT6A-67A, VTCD0265AR4 is corresponding to TCDS A24CE Revision 120.

- 适航类别/Airworthiness Category: 通勤类、限用类/Commuter Category、Restricted Category
- 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
- 型号合格证持有人/Type Certificate Holder: Textron Aviation Inc.
One Cessna Boulevard
Wichita, KS 67215

5. 认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 FAA 的审定基础(详见 FAA 型号合格证数据单: 编号 A24CE), 和 CAAC 的附加技术条件组成。

The CAAC validation certification basis consists of the FAA certification basis (refer to FAA Type Certificate Data Sheet No.A24CE), and the CAAC additional technical conditions.

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

- CCAR21.29, Amendment Level: R3
- 环保标准/Environmental Standards Noise: CCAR-36-R1, dated 15April 2007
- 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.
- 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)
- 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/SECTION 2: B300,B300C

I. 总则/General

- | | |
|--------------------------------------|---|
| 1. 型别/Model: | B300
B300C
B300/B300C |
| 2. 适航类别/Airworthiness Category: | 通勤类航空器/Commuter Category Aircraft
通勤类航空器/Commuter Category Aircraft
限用类航空器/Restricted Category Aircraft |
| 3. 型号合格证持有人/Type Certificate Holder: | Textron Aviation Inc.
One Cessna Boulevard
Wichita, KS 67215 |
| 4. FAA 批准日期/FAA Approved Date: | 1989.12.12/12December 1989
1990.09.07/7September 1990
2014.06.27/27 June2014 |
| 5. CAAC 批准日期/CAAC Approved Date: | 1995.04.22/22April1995
1995.04.22/22 April 1995
2016.09.23/23September2016 |

II. 认可审定基础/Validation Certification Basis

CAAC的认可审定基础由FAA的审定基础和CAAC的附加技术条件组成。见第1部分。

The CAAC validation certification basis consists of the FAA certification basis and the CAAC additional technical conditions. See Section1.

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

发动机/Engines:

两台加拿大普惠公司的 PT6A-60A 涡桨发动机，按照比奇规范 BS 23433B。发动机型号合格证编号：E-12。型号认可证编号：VTC0236E。型号认可证数据单版次：3。

Two(2) Pratt & Whitney of Canada, Ltd. PT6A-60A (turboprop) per Beech Specification BS 23433B.Engine Type Certificate No. E-12 , VTC No. VTC0236E, The Validation Data Sheet Revision 3.

燃油/Fuel:

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。

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 NOTE6 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/Engine Limits:

	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

	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 meter limitations 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/ Propeller and Propeller Limits:

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，认可证数据单版次: 0。

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- $14^{\circ} \pm 0.2^{\circ}$

Feathered- $80.0^{\circ} \pm 0.5^{\circ}$

Minimum idle speed 1050 rpm

FAA TC No.P56GL

CAAC VTC No. VTC0314P.VTCDS Revision: 0.

空速限制（指示空速）/Airspeed Limits (IAS):

最大使用速度	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
最大使用马赫数	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)

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）/ CG Range(Landing Gear Extended):

(+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

(+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.

空重重心/Empty Weight C.G.:

无/None

最大重量/Maximum Weights:

停机	15100 磅
起飞	15000 磅
着陆	15000 磅
零燃油	12500 磅 (见注 1)
Ramp	15,100 lb.
Takeoff	15,000 lb.
Landing	15,000 lb.
Zero fuel	12,500 lb. (See Note 1)

最小机组/Minimum Crew:

1 名飞行员/ One pilot

座位数和货物装载/ No. of Seats and Cargo Loading:

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。

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/ Max. Baggage:

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)。

550 lb. (+359); 510 lbs. with fold up seats installed (S/N FL-1 through FL-380, and FL-382, FM-1 through FM-11 only).

燃油容量/ Fuel capacity:

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。

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/ Oil Capacity:

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)。

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/ Maximum Operating Altitude:

35000 英尺。

35,000 feet.

操纵面运动/ Control Surface Movements:

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°

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/ Serial Nos. Eligible:

Model B300: FL-1 及以上。见注 10。

Model B300C: FM-1 及以上。见注 10。

Model B300: FL-1 and up On. See NOTE 10.

Model B300C: FM-1 and On. See NOTE 10.

相关数据/PERTINENT DATA

基准 / Datum:

位于前千斤顶支点中心前 83.5 英寸。

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

水平测量设施 / Leveling Means:

机身左侧登机门前的 2 个螺钉。

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

FAA 审定基础/ FAA Certification Basis:

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(Vmcg)确定起飞决断速度(V1) (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)(j) 修正案 23-50; FAR 23.771(a), 23.777(a)(b) 修正案 23-51; 23.1305(a)(c)(e) 修正案 23-52。

安装 Rockwell Collins Pro Line Fusion 的附加要求: 23.301(a) 修正案 23-42, 23.937(a), 23.1322, 23.1331(a)(b)(c), 23.1357(a)(b)(c)(d) 修正案 23-43, 23.305(a)(b), 23.613(a)(b)(c)(d)(e), 23.1525, 23.1549(a)(b)(c)(d) 修正案 23-45, 23.607, 23.611 修正案 23-48, 23.867(a)(b)(c), 23.1303(a)(b)(c)(e), 23.1309(a)(1)(3)(4)(b)(c)(d)(e), 23.1311(a)(b)(c), 23.1321(a)(b)(c)(d)(e), 23.1323(a)(c)(e), 23.1329(c)(h), 23.1351(a)(2)(ii), 23.1353(h), 23.1359(c), 23.1365(a)(b)(d)(e), 23.1431(a)(b)(e) 修正案 23-49, 23.1325(a)(b)(1)(2)(ii), 23.1521(a)(b)(1)(3)(4)(c)(1)(3), 23.1543(b)(c), 23.1545(d), 23.1555(a), 23.1581(a)(b)(1)(3)(c)(d)(f), 23.1583(h)(m), 23.1585(a)(j) 修正案 23-50, 23.777(a)(b) 修正案 23-51, 23.1305(a)(2)(3)(5)(c)(1)(2)(3)(4)(5)(6)(7)(e)(1)(2) 修正案 23-52, 23.1308(a)(b)(c) 修正案 23-57, and 23.1306(a)(b) 修正案 23-61, 和等效安全 ACE-15-06 对于 FAR 23.1549(a)(b)(c) 修正案 23-45, 23.1311(a)(6) 修正案 23-49, 23.1305(a)(2)(3)(c)(2)(5) 修正案 23-52. 对序列号 FL-954, FL-1010, FL-1031 及以后的 B300 以及 FM-66 及以后的 B300C 有效。

对配备 Rockwell Collins Pro Line Fusion 的 B300/B300C 型别上安装 L3 Communications Digital Flight Data Recorder 的附加要求: 23.301(b) 修正案 23-28; 23.301(a) 修正案 23-42; 23.1357(a)(c) 修正案 23-43; 23.613(a)(b)(c) 修正案 23-45; 23.607, 23.611 修正案 23-48; 23.867, 23.1309(a)(1)(3)(4)(b)(e), 23.1365(a)(b)(d)(e), 23.1431(a)(b) 修正案 23-49; 23.1308 修正案 23-57; 23.1459 修正案 23-58. 对序列号 FL-954, FL-1010, FL-1031 及以后的 B300 以及 FM-66 及以后的 B300C 有效。

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(h), 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。

对增重至 17500 磅按限用类运行的 B300/B300C 飞机, 附加要求见注 8 和 19。

对于选装高密度 11 或 13 乘客光滑内饰构型的 B300 的附加要求: 23.1443 (b) (1) (2) (c) 修正案 23-62, 序列号 FL-1101 及以后。

对于在增加最大零燃油重量至 13400 磅条件下运行的 B300C 的附加要求 (见注 21): 23.337 和 23.343 修正案 23-48。

在 B300/B300C 上安装 GPS-4000S 的附加要求 (见注 22): 23.867(a)(b) 修正案; 23.1301(a)(b)(c)(d) 修正案 23-20; 23.1306(b) 修正案 23-61; 23.1308(b) 修正案 23-57; 23.1309(a)(1)(3)(4)(b)(c)(1)(2)(i)(iii)(3)(d)(e), 23.1351(a)(1)(2)(ii), 和 23.1431(a)(b) 修正案 23-49; 23.1529 修正案 23-26。序列号 FL-1140 及以上, FM-76 及以上。

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 Part 23 Sections 23.201, 23.203 and 23.205 through amendment 23-45 (S/N FN-1 and On 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) (j) as amended by Amendment 23-50; FAR 23.771(a), 23.777(a)(b) as amended by Amendment 23-51; 23.1305(a)(c)(e) as amended by Amendment 23-52.

Additional requirements for Rockwell Collins Pro Line Fusion Installation: 23.301(a) as amended by Amendment 23-42, 23.937(a), 23.1322, 23.1331(a)(b)(c), 23.1357(a)(b)(c)(d) as amended by Amendment 23-43, 23.305(a)(b), 23.613(a)(b)(c)(d)(e), 23.1525, 23.1549(a)(b)(c)(d) as amended by Amendment 23-45, 23.607, 23.611 as amended by Amendment 23-48, 23.867(a)(b)(c), 23.1303(a)(b)(c)(e), 23.1309(a)(1)(3)(4)(b)(c)(d)(e), 23.1311(a)(b)(c), 23.1321(a)(b)(c)(d)(e), 23.1323(a)(c)(e), 23.1329(c)(h), 23.1351(a)(2)(ii), 23.1353(h), 23.1359(c), 23.1365(a)(b)(d)(e), 23.1431(a)(b)(e) as amended by Amendment 23-49, 23.1325(a)(b)(1)(2)(ii), 23.1521(a)(b)(1)(3)(4)(c)(1)(3), 23.1543(b)(c), 23.1545(d), 23.1555(a), 23.1581(a)(b)(1)(3)(c)(d)(f), 23.1583(h)(m), 23.1585(a)(j) as amended by Amendment 23-50, 23.777(a)(b) as amended by Amendment 23-51, 23.1305(a)(2)(3)(5)(c)(1)(2)(3)(4)(5)(6)(7)(e)(1)(2) as amended by Amendment 23-52, 23.1308(a)(b)(c) as amended by Amendment 23-57, and 23.1306(a)(b) as amended by Amendment 23-61, and ELOS ACE-15-06 for 14 CFR 23.1549(a)(b)(c) Amendment 23-45, 23.1311(a)(6) Amendment 23-49, and 23.1305(a)(2)(3)(c)(2)(5) Amendment 23-52. Effective at Serial Numbers FL-954, FL-1010, FL-1031 and On, FM-66 and On.

Additional requirements for the L3 Communications Digital Flight Data Recorder installation on Rockwell Collins Pro Line Fusion equipped B300/B300C models: 23.301(b) as amended by Amendment 23-28; 23.301(a) as amended by Amendment 23-42; 23.1357(a)(c) as amended by Amendment 23-43; 23.613(a)(b)(c) as amended by Amendment 23-45; 23.607, 23.611 as amended by Amendment 23-48; 23.867, 23.1309(a)(1)(3)(4)(b)(e), 23.1365(a)(b)(d)(e), 23.1431(a)(b) as amended by Amendment 23-49; 23.1308 as amended by Amendment 23-57; 23.1459 as amended by Amendment 23-58. Effective at Serial Numbers FL-954, FL-1010, FL-1031 and On, FM-66 and On.

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(h), 23.1583(j) as amended by Amendment 23-50; Effective at Serial Numbers for Model B300, FL-538 and FL-544 & On and for Model B300C, FM-15 & On.

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 Model B300, FL-748 & On, and for Model B300C, FM-50 & On.

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.

Additional requirements for Models B300/B300C operated in restricted category at Increased gross weight of 17,500 lbs (see NOTES 8 & 19).

Additional requirements for Model B300 equipped with the optional high density 11 or 13 passenger slick headliner configurations: 23.1443(b)(1)(2)(c) as amended by Amendment 23-62. Effective at Serial Numbers FL-1101 and after.

Additional requirements for Model B300C operated at increased maximum zero fuel weight of 13,400 lbs (see NOTE 21): 23.337 and 23.343 as amended by Amendment 23-48.

Additional requirements for GPS-4000S Installation on Models B300/ B300C (See NOTE 22):

23.867(a)(b) as Amended by Amendment 23-49; 23.1301(a)(b)(c)(d) as amended by Amendment 23-20; 23.1306(b) as amended by Amendment 23-61; 23.1308(b) as amended by Amendment 23-57; 23.1309(a)(1)(3)(4)(b)(c)(1)(2)(i)(iii)(3)(d)(e), 23.1351(a)(1)(2)(ii), and 23.1431(a)(b) as amended by Amendment 23-49; 23.1529 as amended by Amendment 23-26. Effective at Serial Numbers FL-1140 and on, FM-76 and on.

生产许可/ 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。

生产许可证 No.4。序列号 FL-954, FL-975, FL-988, FL-992, FL-996 至 FL-999, FL-1001 至 FL-1003, FL-1007, FL-1009 至 FL-1011, FL-1013 至 FL-1079, 以及 FM-63 至 FM-68。根据 Beechcraft Corporation 与 Textron Aviation, Inc 之间的许可协议，由 Textron Aviation Inc.制造。

序列号 FL-1080 及以后，FM-69 及以后。

由 Textron Aviation Inc.根据生产许可证 No.4 制造。

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.

Production Certificate No. 4. Serial Numbers FL-954, FL-975, FL-988, FL-992, FL-996 thru FL-999, FL-1001 thru FL-1003, FL-1007, FL-1009 thru FL-1011, FL-1013 through FL-1079, and FM-63 through FM-68. Manufactured by Textron Aviation Inc., under license agreement between Beechcraft Corporation and Textron Aviation, Inc.

Serial Numbers FL-1080 and after; FM-69 and after

Manufactured under Production Certificate No. 4 by Textron Aviation Inc.

设备/Equipment:

在适用的适航规章（见审定基础）中规定的基本必备设备，必须安装在审定的飞机上。

另外，下列设备是必须的：

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 FL-678, FL-771 至 FL-937 和 FM-14 至 FM-35, FM-39, FM-40, FM-42, FM-44 至 FM-51, FM 54, 和 FM-55 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-679, FL-770, FL-938 至 FL-953, FL-955 至 FL-1009, 和 FM-36 至 FM-38, FM-41, FM-43, FM-52, FM-53, FM-56 至 FM-65 及以后的按图纸 130M000009, 130M000030, 130-4014 or 130-4030 更改的飞机)。

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 thru FL-393, FM-1 thru FM-11); P/N 101-380005-39 (for S/N FL-394 and after, FM-12 and after 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 thru 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 thru FL-110 and FM-1 thru FM-8) or P/N 130-590031-71 (for S/N FL-111 thru FL-380, and FL-382; FM-9 thru 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 FL-678, FL-771 thru FL-937 and FM-14 thru FM-35, FM-39, FM-40, FM-42, FM-44 thru FM-51, FM 54, and FM-55 when modified by drawings 130M000009, 130M000030, 130-4014 or 130-4030); or P/N 130-590031-499 (for S/N FL-679, FL-770, FL-938 thru FL-953, FL-955 thru FL-1009, and FM-36 thru FM-38, FM-41, FM-43, FM-52, FM-53, FM-56 thru FM-65 and later when modified by drawings 130M000009, 130M000030, 130-4014 or 130-4030).

IV. 注释/Notes

注释/NOTE 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。

Current weight and balance data, loading information, and a list of equipment included in emptyweight 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.

注释/NOTE 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。

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.

注释/NOTE 3: 在适航限制手册 P/N 130-590031-211 (适合于 FL-1 及以后, 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。

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

注释/NOTE 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

The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. 100 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.

注释/NOTE 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%N1 时螺旋桨转速不低于 1050 转/分。

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 N1 prop r.p.m. is not less than 1050 r.p.m.

注释/NOTE 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。

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.

注释/NOTE 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: 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。

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

注释/NOTE 8: 下述机型已经交付, 并且按照 14 CFR 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
B300/B300C 巡查	23.335(c), 23.337(a)(b), 23.473(d)	17,500	130-590031-501 或 130-590031-537 (组件图见注 19)

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。

The following models have been delivered and are eligible for multiple airworthiness certification per 14 CFR 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 AFM 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
B300/B300C Patrolling	23.335(c), 23.337(a)(b), 23.473(d)	17,500	130-590031-501 or 130-590031-537 (See NOTE 19 for kit drawing)

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

注释/NOTE 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。

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

Country	Model	Beech Drawing
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.

注释/NOTE 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).
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).

注释/NOTE 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。

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.

注释/NOTE 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。

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.

注释/NOTE 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 至 FL-845, FM-14 至 FM-54 (HBC, 300)。

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 through FL-845; FM-14 through FM-54 (HBC, 300).

注释/NOTE 14: 对于安装机翼外挂点(MOD007710)的序列号 FM-14、FM -16、FM- 17、FM- 18 和 FM-48 飞机, 在进口回到美国之前必须重新评估结构和疲劳。

Re-evaluation of structure and fatigue will be required for serial numbers FM-14, FM-16, FM-17, FM-18 and FM-48, with the Wing Hardpoints installed (MOD007710), prior to import back into the United States.

注释/NOTE 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/飞行手册 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 (-8307 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。

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/AFM 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.

注释/NOTE 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 (-8307 英寸.磅.)

Models 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 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.)

注释/NOTE 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: B300 飞机, FL-846 至 FL-953, FL-955 至 FL-974, FL-976 至 FL-987, FL-989 至 FL-991, FL-993 至 FL-995, FL-1000, FL-1004 至 FL-1006, FL-1008 和 FL-1012; B300C 飞机, FM-55 至 FM-62。

Company name change effective 4/12/13. The following serial numbers are manufactured under the name of Beechcraft Corporation: Model B300: FL-846 through FL-953, FL-955 through FL-974, FL-976 through FL-987, FL-989 through FL-991, FL-993 through FL-995, FL-1000, FL-1004 through FL-1006, FL-1008, and FL-1012; Model B300C: FM-55 through FM-62.

注释/NOTE 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。Chinese Placards and markings are included in Drawing (130-005130 Rev.1) or later revisions CAAC approved.

- 注释/NOTE 19: 对按组件 130-9102 或 130-8004 更改并在 17500 磅重量限制下按限用类操作的 B300/B300C 飞机, 对机翼及相关结构附加的临时安全寿命限制或检查间隔要求见维护手册增补 P/N 130-590031-503 或 P/N 130-590031-539(对于 FL-1 及以后和 FM-1 及以后的飞机)。
For Model B300/B300C airplanes modified by kit 130-9102 or kit 130-8004 and operated in the restricted category at 17,500 lbs, an Interim Safe Life limit or inspection intervals on the wing and associated structure are required, as noted in Maintenance Manual Supplement, P/N 130-590031-503 or P/N 130-590031-539(for FL-1 & On and FM-1 & On).
- 注释/NOTE 20: 公司名称更改生效于 2016 年 10 月 12 日。Textron Aviation Inc.的名称下生产以下序列号飞机: B300 飞机, FL-1080 及以后; B300C 飞机, FM-69 及以后。
Company name change effective 10/12/16. The following serial numbers are manufactured under the name Textron Aviation Inc.: Model B300: FL-1080 & On; Model B300C: FM-69 & On.
- 注释/NOTE 21: 按照 Kit 130-5150 进行改装的 B300C 型飞机, 符合在增加的最大零燃油重量为 13400 磅的条件下, 在 POH/AFM 增补 P/N 130-590031-0609、ALM 增补 P/N 130-590031-0605 和 SIRM 增补 P/N 130-590031-0607 附加的限制内运行, 除非被某一序列号的疲劳评估所取代。
Model B300C airplanes modified by Kit 130-5150 are eligible for operations at an increased maximum zero fuel weight of 13,400 lbs with additional limitations as defined by POH/AFM Supplement P/N 130-590031-0609, ALM Supplement P/N 130-590031-0605, and SIRM Supplement P/N 130-590031-0607, unless superseded by a unique serial number fatigue evaluation.
- 注释/NOTE 22: 基于按照 Rockwell Collins 的 STC SA01848WI 安装 GPS-4000S, 解决了多核处理器的使用和 GPS-4000S 接收器的升级问题。
Installation of GPS-4000S due to in-draw of Rockwell Collins STC SA01848WI, which addresses the use of a multi-core processor and upgrading of the GPS-4000S receiver.

第 3 部分/SECTION 3: 1900D

I. 总则/General

1. 型别/Model: 1900D
2. 适航类别/Airworthiness Category: 通勤类航空器/ Commuter Category Aircraft
3. 型号合格证持有人/Type Certificate Holder: Textron Aviation Inc.
One Cessna Boulevard
Wichita, KS 67215
4. FAA 批准日期/FAA Approved Date: 1991.03.19/19March1991
5. CAAC 批准日期/CAAC Approved Date: 1999.10.15/15October 1999

II. 认可审定基础/Validation Certification Basis

CAAC的认可审定基础由FAA的审定基础和CAAC的附加技术条件组成。见第1部分。

The CAAC validation certification basis consists of the FAA certification basis and the CAAC additional technical conditions. See Section1.

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

发动机/Engines:

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。

TCCA TC 证号 No. E-21, 数据单版次: 16。

CAAC VTC 证号 No. VTC0226E; 型号认可证数据单版次: 2。

Two(2) Pratt & Whitney of Canada, Ltd. PT6A-67D (turboprop) per Beech Specification BS 24442.

TCCA TC No. E-21, TCDS Revision: 16.

CAAC VTC No. VTC0226E; VTCDS Revision: 2.

燃油/Fuel:

JP-4, JP-5(MIL-T-5624); JP-8 (MIL-T-83133); 符合 P&WC S.B. 14004 或 ASTM Spec. D1655 的 JET A、JET A-1 和 JET B。

应急燃油见注 7。

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. 14004 or ASTM Spec. D1655.

See NOTE 7 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.14001 列出了经批准的滑油牌号。

P&WC PT6 Engine Service Bulletin No. 14001 lists approved brand oils.

发动机限制/Engine Limits:

	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	3750	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

	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	3750	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 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(飞机序列号 UE-1 到 UE-136)/ Propeller and Propeller Limits(Aircraft Serials UE-1 through UE-136)

两个 Hartzell 公司配有 Hartzell E10950K 叶片的 HC-E4A-3A 桨毂(初始构型)。

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 或 E10950PCK 叶片的
 HC-E4A-3I 或 HC-E4A-3J 桨毂(见注 10 和 12)。

和/或

一个或两个 Hartzell 公司配有 Hartzell E10950PB 或 E10950PCB 叶片的
 HC-E4A-3I 或 HC-E4A-3J 桨毂(见注 10 和 13)。

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°±0.5°

顺桨+79°±0.5°

FAA TC 证号 P10NE。

CAAC VTC 证号 VTC0203P, 认证数据单版次: 5。

Two Hartzell HC-E4A-3A hubs with Hartzell E10950K blades (original configuration).

One or Two Hartzell HC-E4A-3A hubs with Hartzell E10950K blades
 and/or

One or Two Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PK or
 E10950PCK blades (See NOTES 10 and 12).

and/or

One or Two Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PB or
 E10950PCB blades (See NOTE 10 and 13).

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

Pitch settings at:

Flight Idle Stop	See NOTE 5
Reverse	-14.5° ±0.5°
Feather	+79° ±0.5°

FAA TC No. P10NE.

CAAC VTC No. VTC0203P. VTCDS Revision:5.

螺旋桨和螺旋桨限制(飞机序列号 UE-137 到 UE-326)/ Propeller and Propeller Limits(Aircraft SerialsUE-137 through UE-326)

两个 Hartzell 公司配有 Hartzell E10950PK 叶片的 HC-E4A-3I 桨毂(初始构型)。

一个或两个 Hartzell 公司配有 Hartzell E10950PK 或 E10950PCK 叶片的 HC-E4A-3I 或 HC-E4A-3J 桨毂(见注 10 和 12)。

和/或

一个或两个 Hartzell 公司配有 Hartzell E10950PB 或 E10950PCB 叶片的 HC-E4A-3I 或 HC-E4A-3J 桨毂(见注 10 和 13)。

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°±0.5°
顺桨	+79°±0.5°

FAA TC 证号 P10NE。

CAAC VTC 证号 VTC0203P, 认可证数据单版次:5。

Two Hartzell HC-E4A-3I hubs with Hartzell E10950PK blades (original configuration).

One or Two Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PK or E10950PCK blades (See NOTES 10 and 12).

and/or

One or Two Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PB or E10950PCB blades (See NOTE 10 and 13).

Diameter: 110.0 In. per Beech Specification 24476.

No further reduction permitted.

Pitch settings at:

Flight Idle Stop	See NOTE 5
Reverse	-14.5° ±0.5°
Feather	+79° ±0.5°

FAA TC No. P10NE

CAAC VTC No. VTC0203P.VTCDS Revision:5.

螺旋桨和螺旋桨限制(飞机序列号 UE-327 至 UE-401)/ Propeller and Propeller Limits(Aircraft SerialsUE-327 through UE-401)

两个 Hartzell 公司配有 Hartzell E10950PB 叶片的 HC-E4A-3J 桨毂(初始构型)。

一个或两个 Hartzell 公司配有 Hartzell E10950PK 或 E10950PCK 叶片的 HC-E4A-3I 或 HC-E4A-3J 桨毂 (见注 10 和 12)。

和/或

一个或两个 Hartzell 公司配有 Hartzell E10950PB 或 E10950PCB 叶片的 HC-E4A-3I 或 HC-E4A-3J 桨毂 (见注 10)。

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°±0.5°

顺桨+79°±0.5°

FAA TC 证号 P10NE

CAAC VTC 证号 VTC0203P, 认证数据单版次:5。

Two Hartzell HC-E4A-3J hubs with Hartzell E10950PB blades (original configuration)

One or Two Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PK or E10950PCK blades (See NOTES 10 and 12).

and/or

One or Two Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PB or E10950PCB blades (See Note 10).

Diameter: 110.0 In. per Beech Specification 24476.

No further reduction permitted.

Pitch settings at:

Flight Idle Stop See NOTE 5

Reverse-14.5°±0.5°

Feather +79°±0.5°

FAA TC No. P10NE.

CAAC VTC No. VTC0203P.VTCDS Revision:5.

螺旋桨和螺旋桨限制(飞机序列号 UE-402 及以后)/ Propeller and Propeller Limits(Aircraft SerialsUE-402 andUp)

两个 Hartzell 公司配有 Hartzell E10950PCB 叶片的 HC-E4A-3J 桨毂 (初始构型)。

一个或两个 Hartzell 公司配有 Hartzell E10950PK 或 E10950PCB 叶片的 HC-E4A-3I 或 HC-E4A-3J 桨毂 (见注 10 和 12)。

和/或

一个或两个 Hartzell 公司配有 Hartzell E10950PB 或 E10950PCB 叶片的 HC-E4A-3I 或 HC-E4A-3J 桨毂 (见注 10)。

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°±0.5°

顺桨+79°±0.5°

FAA TC 证号 P10NE

CAAC VTC 证号 VTC0203P, 认证数据单版次:5。

Two Hartzell HC-E4A-3J hubs with Hartzell E10950PCB blades (original configuration).

One or Two Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PK or E10950PCB blades (See NOTES 10 and 12).

and/or

One or Two Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PB or E10950PCB blades (See NOTE 10).

Diameter: 110.0 In. per Beech Specification 24476.

No further reduction permitted.

Pitch settings at:

Flight Idle Stop See NOTE 5

Reverse -14.5°±0.5°

Feather +79°±0.5°

FAA TC No. P10NE.

CAAC VTC No. VTC0203P.VTCDS Revision:5.

空速限制 (指示空速) /Airspeed Limits(IAS):

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)

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 mph (188 knots)

100% position 35°165 mph (143 knots) UE-1 through UE-78

100% position 35°177 mph (154 knots) UE-79 and on and UE-1 through UE-78 when modified per BeechService 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) / CG Range(Landing Gear Extended):

F.S. 282.9 至 F.S. 299.9, 17120 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

巡航和下降飞行阶段, 对于重量为 12313 磅及以上, 批准在重心后限 F.S.303.0 运行。

F.S. 282.9 to F.S. 299.9 at 17,120 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.)

For cruise and descent flight phases at weights 12,313 lbs. and above operation is approved to an aft limit of F.S. 303.0.

空重重心/Empty Weight C.G.:

无/None

最大重量/Maximum Weights:

停机	17230 磅
起飞	17120 磅
着陆	16765 磅
零燃油	15165 磅 (见注 1 和 11)

Ramp	17,230 lbs.
Takeoff	17,120 lbs.
Landing	16,765 lbs.
Zero fuel	15,165 lbs. (See NOTES 1 and 11)

最小机组/Minimum Crew:

1 名飞行员

One pilot

座位数和货物装载/ No. of Seats and Cargo Loading:

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。

Maximum 21 (including two crew at +129) (See Note 7). See loading instructions in the AFM for approved seating and cargo configurations.

最大行李/ Max. Baggage:

最大行李见注 6。

See NOTE 6 for data on maximum baggage.

燃油量/ Fuel Capacity:

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)。

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.

滑油量/ Oil Capacity:

总计 29 夸脱(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)。
29 qt. total (includes 12 qt usable in two integral engine tanks)
See NOTE 1(b) for data on unusable oil.

最大使用高度/ Maximum Operating Altitude:
25000 英尺/25,000 feet

操纵面运动/ Control Surface Movements:

襟翼最大	35°	
副翼调整片	上 15°	下 15°
副翼	上 24°	下 17°
升降舵调整片	上 5.5°	下 16.5°
升降舵	上 20°	下 14°
方向舵调整片	右 15°	左 15°
方向舵	右 25°	左 25°
Wing flapMaximum	35°	
Aileron tabs	Up 15°	Down 15°
Aileron	Up 24°	Down 17°
Elevator tabs	Up 5.5°	Down 16.5°
Elevator	Up 20°	Down 14°
Rudder tab	Right 15°	Left 15°
Rudder	Right 25°	Left 25°

有效序列号/ Serial Nos. Eligible:
UE-1 及以后 (见注 9)。
UE-1 & On (See NOTE 9).

相关数据/PERTINENT DATA

基准 / Datum:

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

水平测量设施 / 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/ FAA Certification Basis:

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。

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 36-18; 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.

生产许可/ 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 / Equipment:

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 或其它 14 CFR Part 121.141 允许的。

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 & On, UE-1 through UE-78 when modified per Beech Service Bulletin No. 2512.
- 3.AFM, P/N 129-590000-3 or other AFM as allowed by 14 CFR Part 121.141.

IV. 注释/Notes

- 注释/NOTE 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(+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.
- 注释/NOTE 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。
All placards required in the approved Airplane Flight Manual (P/N 129-590000-3) must be installed in the appropriate location.
- 注释/NOTE 3: 在 1900 系列飞机的适航限制部分包含有寿命限制的结构件。没有 FAA 工程批准, 这些限制不能改变。
Structural components with life limits are contained in the Model 1900 Airliner Series ALM P/N 129-590000-133. These limitations may not be changed without FAA Engineering approval.
- 注释/NOTE 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。
The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. 100 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. 100 percent gas generator speed is defined as 37,500 r.p.m.
- 注释/NOTE 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。
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.
- 注释/NOTE 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)
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)
- 注释/NOTE 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。

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.

注释/NOTE 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：

国家	机型	比奇图样
法国	UE-1 及以上	129-005002
加拿大	UE-1 及以上	129-005005
德国	UE-1 及以上	129-005006

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:

Country	Model	Beech Drawing
France	UE-1 and up	129-005002
Canada	UE-1 and up	129-005005
Germany	UE-1 and up	129-005006

注释/NOTE 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、UE-211 至 UE-439。

Company name change effective 4/15/96. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: 1900D: UE-209, UE-211 through UE-439.

注释/NOTE 10: 在 Hartzell 螺旋桨毂 HC-E4A-3I 或 HC-E4A-3J 上，E10950PCB 叶片可替代 E10950PB 叶片和/或 E10950PB 叶片可替代相对的 E10950PCB 叶片或成套四个叶片。在 Hartzell 螺旋桨毂 HC-E4A-3I 或 HC-E4A-3J 上，E10950PCK 叶片可替代 E10950PK 叶片和/或 E10950PK 叶片可替代相对的 E10950PCK 叶片或成套四个叶片。

On Hartzell propeller hubs HC-E4A-3I or HC-E4A-3J, E10950PCB blades may replace E10950PB blades and/or E10950PB blades may replace E10950PCB blades in opposing pairs or in complete sets of four. On Hartzell propeller hubs HC-E4A-3I or HC-E4A-3J, E10950PCK blades may replace E10950PK blades and/or E10950PK blades may replace E10950PCK blades in opposing pairs or in complete sets of four.

注释/NOTE 11: 对于按照 Beech 1900D AFMS P/N 129-590000-121 进行操作的序列号 UE-1 到 UE-423(安装有 1295045)以及 UE-424 到 UE-439 飞机，最大零燃油重量为 15700 磅。

Maximum Zero Fuel Weight is 15,700 lbs. for airplane serial numbers UE-1 through UE-423 (with Kit 1295045 installed), and UE-424 through UE-439 operated per Beech 1900D AFMS P/N 129-590000-121.

注释/NOTE 12: 操作员选择在较低瓦特功率下使用除冰器时，使用 E10950PK 或 E10950PCK 叶片的 Hartzell 桨毂/叶片组合可按照 Kit 129-9024 进行更改。

Hartzell hub/blade combinations using E10950PK or E10950PCK blades may be modified at the option of the operator to use de-icers with lower watt density per Kit 129-9024.

注释/NOTE 13: 使用 E10950PB 或 E10950PCB 叶片的 Hartzell 桨毂/叶片组合要求飞机已通过安装 Kit 129-9024 完成更改。
Hartzell hub/blade combinations using E10950PB or E10950PCB blades require that the airplane has been modified by the installation of Kit 129-9024.