

中国民用航空总局
GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA

编号/No.: VTC128A 修订/Rev.: 0 型号/Type: MD900 日期/Date: 06/27/2002
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型号认可证数据单编号: VTC128A
Validation Type Certificate Data Sheet No. VTC128A

本数据单, 作为型号认可证编号: VTC128A 的一部分, 规定了一些条件和限制, 在此条件和限制下, 获得本型号认可证的产品满足下述“认可审定基础”段落给出的适航要求。

This data sheet which is a part of Validation Type Certificate No. VTC128A prescribes conditions and limitations under which the product for which the Validation Type Certificate was issued meets the airworthiness requirements indicated in the paragraph “Validation Basis”.

美国 FAA 型号合格证 No.H19NM、数据单第 4 版, 批准日期: 2000 年 12 月 15 日, 其中

MD900 (正常类): 1994 年 12 月 2 日 FAA 批准

902 构型 (正常类): 1998 年 2 月 11 日 FAA 批准

Type Certificate No.H19NM, Data Sheet Revision 4, Approved by FAA on December 15, 2000

Model MD900 (Normal Category): Approved by FAA on December 2, 1994

902 Configuration (Normal Category): Approved by FAA on February 11, 1998

型号合格证持有人: 麦道直升机公司

美国亚利桑那州梅萨市麦克道威尔东路4555号

邮政编码: 85215-9734

Type Certificate Holder: MD Helicopters, Inc. (MDHI)
Bldg. M615
4555 E. McDowell Rd.
Mesa, AZ 85215-9734

MD900直升机(正常类)

Model MD900 (Normal Category Helicopter)

发动机 两台普惠公司的 PW206A, 或

两台普惠公司的 PW206E, 或

两台普惠公司的 PW207E

Engines Two (2) Pratt and Whitney PW206A, or

Two (2) Pratt and Whitney PW206E, or

Two (2) Pratt and Whitney PW207E

燃油
Fuel

型号 Type	规范 Specification				
	中国 China	美国 USA	加拿大 Canada	英国 UK	法国 French
Kerosene Type JET A, A-1, JP-8	(RP-3) GB6537-94	ASTM D1655 MIL-T-83133	CGSB 3.23-M86	DERD 2453	AIR 3405D
WIDE CUT JET B, JP-4		ASTM D1655 MIL-T-5624	CGSD 3.22-M86	DERD 2454	AIR 3407B
High Flash JP-5		MIL-T-5624	3.GP-24Ma	DERD 2452	AIR 3404C

燃油添加剂 在低于-10℃ (13°F) 时, 需要防冰添加剂(经批准的燃油添加剂及其规范, 参见加拿大普惠公司的PW206A、PW206E或PW207E涡轴发动机发动机安装手册)。

Fuel Additives Anti-icing additive required below 13°F (-10°C) (Refer to Pratt & Whitney Canada Installation Manual Turboshaft Engine PW206A, PW206E, or PW207E for approved fuel additives and specifications.)

发动机滑油 批准使用符合MIL-L-23699的发动机滑油。经批准的滑油制造商, 参见加拿大普惠公司的PW206A、PW206E或PW207E涡轴发动机发动机安装手册(最新修订版)。

Engine Oil Engine oil conforming to MIL-L-23699 are authorized for use. See Pratt and Whitney Canada Installation Manual Turboshaft Engine PW206A (latest revision), PW206E (latest revision), or PW207E (latest revision) for approved oil manufacturers.

发动机/减速器

限制性 扭矩、燃气温度和燃气发生器转速相应于已审定航空器的使用限制

Engine/ Transmission Limits Values of torque, measured gas temperatures (MGT) and gas generator speeds (NG) correspond to qualified aircraft operating limits.

普惠发动机PW206A(见注释6)

Pratt and Whitney PW206A (see Note 6)

所有发动机的使用限制:

All Engines Operating:

起飞(5分钟)

Take Off (5 Min.)

最大扭矩 Maximum Torque	(ft. lb.)	438	(100%)
最大燃气温度 Maximum MGT	(°C)	863	
最大燃气发生器转速 Maximum NG	(R.P.M.)	57,250	(98.7%)
动力涡轮(输出轴转速) Power Turbine Ref. (Output Shaft Speed)	(R.P.M.)	6,000	(100%)
	(R.P.M.)	6,240	(104%)*

最大连续功率

Maximum Continuous
Power (MCP)

最大扭矩 Maximum Torque	(ft. lb.)	438	(100%)
最大燃气温度 Maximum MGT	(°C)	820	
最大燃气发生器转速 Maximum NG	(R.P.M.)	57,250	(98.7%)
动力涡轮(输出轴转速) Power Turbine Ref. (Output Shaft Speed)	(R.P.M.)	6,000	(100%)
	(R.P.M.)	6,240	(104%)*

一台发动机不工作(OEI):

One Engine Inoperative (OEI):

2 1/2分钟OEI功率

2 1/2 Minute OEI Power

最大扭矩 Maximum Torque	(ft. lb.)	569	(130%)
最大燃气温度 Maximum MGT	(°C)	902	
最大燃气发生器转速 Maximum NG	(R.P.M.)	58,600	(101%)
动力涡轮(输出轴转速) Power Turbine Ref. (Output Shaft Speed)	(R.P.M.)	6,000	(100%)
	(R.P.M.)	6,240	(104%)*

连续OEI功率

Continuous OEI Power

最大扭矩 Maximum Torque	(ft. lb.)	438	(100%)
最大燃气温度 Maximum MGT	(°C)	863	
最大燃气发生器转速 Maximum NG	(R.P.M.)	57,250	(98.7%)
动力涡轮(输出轴转速) Power Turbine Ref. (Output Shaft Speed)	(R.P.M.)	6,000	(100%)
	(R.P.M.)	6,240	(104%)*

*在104% NP/NR的正常使用时限于以小于或等于47 KIAS的速度飞行。

在104% Np/Nr的连续使用时限于小于或等于100 KIAS的速度飞行

* Normal Operation at 104% NP/NR is limited to flight at 47 KIAS or less.

Continuous Operation at 104% Np/Nr is limited to flight at 100 KIAS or less.

普惠发动机PW206E(见注释6)

Pratt and Whitney PW206E (see Note 6)

所有发动机的使用限制:

All Engines Operating:

起飞(5分钟)

Take Off (5 Min.)

最大扭矩 Maximum Torque	(ft. lb.)	482	(110%)
最大燃气温度 Maximum MGT	(°C)	863	
最大燃气发生器转速 Maximum NG	(R.P.M.)	57,250	(98.7%)
动力涡轮(输出轴转速) Power Turbine Ref. (Output Shaft Speed)	(R.P.M.)	6,000	(100%)

最大连续功率

Maximum Continuous
Power (MCP)

最大扭矩 Maximum Torque	(ft. lb.)	438	(100%)
最大燃气温度 Maximum MGT	(°C)	820	
最大燃气发生器转速 Maximum NG	(R.P.M.)	56,500	(97.4%)
动力涡轮(输出轴转速) Power Turbine Ref. (Output Shaft Speed)	(R.P.M.)	6,000	(100%)

一台发动机不工作(OEI):

One Engine Inoperative (OEI):

2 1/2分钟OEI功率

2 1/2 Minute OEI Power

最大扭矩 Maximum Torque	(ft. lb.)	569	(130%)
最大燃气温度 Maximum MGT	(°C)	930	
最大燃气发生器转速 Maximum NG	(R.P.M.)	59,400	(102.4%)
动力涡轮(输出轴转速) Power Turbine Ref. (Output Shaft Speed)	(R.P.M.)	6,000	(100%)

连续OEI功率

Continuous OEI Power

最大扭矩 Maximum Torque	(ft. lb.)	544	(124%)
最大燃气温度 Maximum MGT	(°C)	885	
最大燃气发生器转速 Maximum NG	(R.P.M.)	58,250	(100.4%)

动力涡轮(输出轴转速) Power Turbine Ref. (Output Shaft Speed)	(R.P.M.)	6,000	(100%)
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普惠发动机PW207E(见注释6)

Pratt and Whitney PW207E (See Note 6)

所有发动机的使用限制:

All Engines Operating:

起飞(5分钟)

Take Off (5 Min.)

最大扭矩 Maximum Torque	(ft. lb.)	482	(110%)
最大燃气温度 Maximum MGT	(°C)	900	
最大燃气发生器转速 Maximum NG	(R.P.M.)	57,900	(99.8%)
动力涡轮(输出轴转速) Power Turbine Ref. (Output Shaft Speed)	(R.P.M.)	6,000	(100%)

最大连续功率

Maximum Continuous Power (MCP)

最大扭矩 Maximum Torque	(ft. lb.)	438	(100%)
最大燃气温度 Maximum MGT	(°C)	850	
最大燃气发生器转速 Maximum NG	(R.P.M.)	56,400	(97.2%)
动力涡轮(输出轴转速) Power Turbine Ref. (Output Shaft Speed)	(R.P.M.)	6,000	(100%)

一台发动机不工作(OEI):

One Engine Inoperative (OEI):

2 1/2分钟OEI功率

2 1/2 Minute OEI Power

最大扭矩 Maximum Torque	(ft. lb.)	591	(135%)
最大燃气温度 Maximum MGT	(°C)	970	
最大燃气发生器转速 Maximum NG	(R.P.M.)	59,750	(103.0%)
动力涡轮(输出轴转速) Power Turbine Ref. (Output Shaft Speed)	(R.P.M.)	6,000	(100%)

连续OEI功率

Continuous OEI Power

最大扭矩 Maximum Torque	(ft. lb.)	544	(124%)
最大燃气温度 Maximum MGT	(°C)	900	
最大燃气发生器转速 Maximum NG	(R.P.M.)	57,900	(99.8%)
动力涡轮(输出轴转速) Power Turbine Ref. (Output Shaft Speed)	(R.P.M.)	6,000	(100%)

902构型(正常类直升机)

(902构型是MD900型批准A类运行的增强型。)

902 Configuration (Normal Category Helicopter)

(The 902 Configuration is an enhanced model MD900 approved for Category A Operations)

对下列构件作了更改:

With the following hardware changes:

- 1、燃油系统更改
1. Modification of the fuel system
- 2、提高发动机和减速器的功率水平
2. Increase engine and transmission power levels
- 3、IIDS构型更改
3. ...With resulting IIDS configuration change
- 4、NOTAR风扇叶尖密封
4. NOTAR fan tip seal
- 5、NACA函道式发动机进气道
5. NACA-duct engine inlets
- 6、更改的发动机机械操纵
6. Modified mechanical engine controls
- 7、发动机-两台普惠发动机PW206E or或PW207E
7. Engines - two (2) Pratt and Whitney, PW206E or PW207E

注: 对于早期的MD900,这些构件的更改也是可用的。

Note: These hardware changes are also available for earlier model MD900s.

下列参数适用于所有制造人序列号的MD900Following parameters apply for all MD900 Serial Numbers

旋翼限制

Rotor Limits

无动力 Power Off	有动力 Power On
最大424转/分钟(转速表读数108%) Maximum 424 R.P.M (Tach reading 108%)	最大396转/分钟(转速表读数101%)Maximum 396 R.P.M.** (Tach reading 101%)
最小345转/分钟(转速表读数88%) Minimum 345 R.P.M. (Tach reading 88%)	最小388转/分钟(转速表读数99%) Minimum 388 R.P.M. (Tach reading 99%)

**对于制造人序列号S/N 900-00051及其之前的, 以小于或等于100KIAS运行时,
408RPM(转速表读数104%)

**S/N 900-00051 and prior, 408 RPM (Tach Reading 104%) when operating at 100 KIAS
or less.

旋翼扭矩限制性 扭矩-在转速392转/分钟(100%)时, 12,393英寸-磅
Rotor Torque Limits Torque - 12,393 ft. lb. at 392 R.P.M. (100%)

液压流体 批准使用符合MIL-H-83282的液压流体。
Hydraulic Fluid Hydraulic fluids conforming to Mil-H-83282 are authorized for use.

空速限制(指示空速)
Airspeed Limits IAS

V_{NE}(不可超越速度)
V_{NE} (Never Exceed)

从海平面至密度高度5,500英尺, 150节 150 knots sea level to 5,500 feet density altitude (DA)
在密度高度5,500英尺以上, 每上升1,000英尺V _{NE} 降低4节。 Decrease V _{NE} 4 knots per 1,000 feet DA above 5,500 feet.

V_{NE} (6500磅)
V_{NE} (6500 lbs)

从海平面至密度高度5,500英尺, 100节 100 KIAS from sea level to 5,000 Ft. Hd

V_{NE}(无动力)
V_{NE} (power off)

从海平面至密度高度5,500英尺, 100节 100 knots sea level to 5,500 feet density altitude
在密度高度5,500英尺以上, 每上升1,000英尺V _{NE} 降低4节。 Decrease V _{NE} 4 knots per 1,000 feet DA above 5,500 feet.

注: 对于低温引起的V_{NE}降低, 参见旋翼航空器飞行手册。

Note: See RFM for decrease of VNE due to cold temperature.

最大重量 (仅内部装载) 6,250 磅. (2835.0 千克)
Maximum Internal Weight 6,250 lb. (2835.0 kg)

最大重量 (仅内部装载) 6,500 磅. (2948.0 千克) (仅适用于B类运行的制造人序列号为
Maximum Internal Weight S/N 900-00010, 900-00011, 900-00015, 900-00022, 900-00030,
900-00031, 900-00040, 900-00041, 900-00042和900-00047的直升
机。)
6,500 lb. (2948.0 kg) (Applicable to S/N 900-00010, 900-00011,
900-00015, 900-00022, 900-00030, 900-00031, 900-00040,
900-00041, 900-00042和900-00047 with category B operation)

外界气温限制 -36° to + 52°C (-32.8° to +125.6°F)
(海平面)

Outside Air Temp. Limits -36° to + 52°C (-32.8° to +125.6°F)
(OAT at Sea Level)

注：对于该限制随高度的变化，参见旋翼航空器飞行手册

Note: See RFM for variation at altitude

发动机冷气候起动限制性 -36°C (-32.8°F)

Engine Cold Start Limits -36°C (-32.8°F)

流体容量

Fluid Capacity

燃油 Fuel	升 Liters	英加仑 Imp. Gals	美加仑 U.S. Gals
不可用燃油 Unusable	10.60	2.30	2.80
可用燃油 Usable	553.40	121.70	146.20
总容量 Total	564.00	124.00	149.00

主减速器滑油 Main Transmission Oil	9.46	2.08	2.50
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液压流体 Hydraulic Fluid

系统1 总量 System 1 Total	0.95	0.21	.25
系统2 总量 System 2 Total	1.14	0.25	.30
旋翼刹车总量 Rotor Brake Total	0.11	0.025	.03

发动机滑油(每台) Engine Oil (per engine)	5.12	1.12	1.34
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旋翼桨叶和操纵位移 有关校装资料,参见相应的MD900维修手册。
Rotor Blade & Control For rigging information, refer to the appropriate
Movement Model MD900 Maintenance Manual.

FAA审定基础

FAA Certification Basis

FAR 27,直至修正案Amdt.27-26, 1990年4月5日生效。

依据FAR21.16制定的专用条件“高能量电磁辐射场(HIRF)保护”, 1992年1月27日生效, 1991年12月26日公布在联邦注册报FR 66786(编号: 248)。

FAR 36, 直至修正案36-20, 附录J。

FAR 29有关多发旋翼航空器A类发动机隔离的要求, 直至修正案29-29。

豁免“豁免FAR 27.1(a)以允许麦道公司将MD900的最大总重量从6,000磅提高到7,000磅, 而仍保留原来的正常类旋翼航空器审定”(豁免编号: 6505)。

对于最大总重6,500磅, 噪声审定基础为FAR36的附录H。

FAR 27, through Amendment 27-26, effective April 5, 1990.

High Intensity Electromagnetic Radiation Fields (H.I.R.F.) protection, Special Condition per FAR 21.16 effective January 27, 1992, as published in the Federal Register FR 66786 No. 248 dated 12/26/91.

FAR 36, Amendment 36.20, Appendix J.
Multiengine Rotorcraft Transport Category A Engine Isolation requirements of Part 29, Amendment 29-29.
Exemption No. 6505, "Exemption from 14 CFR 27.1(a) to allow McDonnell Douglas Helicopter Systems to increase the maximum gross weight of Model MD900 from 6,000 to 7,000 pounds while maintaining the original normal category rotorcraft certification.
6,500 lb MGW, FAR 36, Appendix H.

对于制造人序列号900-00052及其之后的:

FAR 36,直至修正案36-21, 附录H。
For Serial Numbers 900-00052 and subsequent:
FAR 36, through Amendment 36-21, Appendix H.

有关发动机前防火墙, 等效符合FAR27.1191(d)。
Equivalent safety finding for compliance to 27.1191(d) for the engine forward firewall.

有关A类要求,参见FAR 27的附录“C”。(规章制订建议通告NPRM 94-36)
Category "A" FAR 27 Appendix "C" NPRM 94-36

CAAC认可审定基础
CAAC Validation Basis

接受FAA审定基础
FAA Certification Basis is accepted.

生产基础
Production Basis

生产许可证编号: No.715NM
Production Certificate No. 715NM.

制造人序列号
Serial Numbers

MD900(非A类)
MD900
制造人序列号:900-00008、900-00010至900-00051
S/N 900-00008, 900-00010 thru 900-00051
其中装有PW206E发动机的制造人序列号为900-00041和900-00042
MD900 with PW 206E Engine S/N 900-00041 and 900-00042
装有PW206E型发动机的MD900(902构型)
MD900 (902 Configuration) with PW206E Engine
制造人序列号为900-00052及其之后
S/N 900-00052 and subsequent
装有PW207E型发动机的MD900(902构型)
MD900 (902 Configuration) with PW207E Engine
制造人序列号为900-00077及其之后
S/N 900-00077 and Subsequent

要求的设备
Required Equipment

适用的适航规章(见认可审定基础)所规定的基本设备必须安装在直升机上供审定。
另外, 还要求下列设备:
在“批准的出版物”中列出的飞行手册。
The basic required equipment as prescribed in the applicable airworthiness regulations (see Validation Basis) must be installed in the helicopter for certification.
In addition, the following items of equipment are required.
Flight Manual as listed in Approved Publications.

批准的出版物

经FAA批准的飞行手册:

Approved Publications FAA Approved Flight Manuals:
 Model MD900 (PW206A 发动机) ...CSP-900RFM206A-1,
 Model MD900 (with PW206A engine) ...CSP-900RFM206A-1,

 Model MD900 (PW206E 发动机) CSP-900-RFM206E-1,
 Model MD900 (with PW206E engine) CSP-900-RFM206E-1,

 Model MD900 (装有PW206E 发动机的902构型)
 Model MD900 (902 Configuration with PW206E Engine)
 A类运行.....CSP-902RFM206E-1,
 Category A Operations CSP-902RFM206E-1,

 Model MD900 (装有PW207E 发动机的902构型)
 Model MD900 (902 Configuration with PW207E Engine)
 A类运行.....CSP-902RFM207E-1,
 Category A Operations CSP-902RFM207E-1

 MD900维修手册(CSP-900RMM-2)的第04-00-00章 “适航限制”
 Airworthiness Limitation Section (ALS) Section 04-00-00 of the Model MD900
 Maintenance Manual (CSP-900RMM-2)

与所有型号(除了特别指出的之外)相关的资料

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED

重心限制性 C.G. Limits	见“经批准的出版物”中列出的飞行手册 See RFM listed in Approved Publications (极限的名义值为机身站位(F.S.) 196 to 206, 机体纵剖线 (B.L.) ± 2.0) (Nominal limits are Fuselage Station (F.S.) 196 to 206, Butt Line (B.L.) ± 2.0)
基准面 Datum	站位0(基准位于水平测量瞄准铆钉之前547.2 厘米[215.425英寸] 或主旋翼中心 线之前506.1厘米 [199.250 英寸]) Station 0 (datum is located 547.2 cm [215.425 inches] forward of the leveling target rivet or 506.1 cm [199.250 inches] forward of the main rotor center line).
水平测量措施 Leveling Means	在座舱左舱门框(F.S. 215.43)的内侧使用铅垂线 Plumb line from aft inside top of left cabin door frame, F.S. 215.43.
最小机组 Minimum Crew	1(驾驶员) 1 (pilot)
最大乘员人数 Maximum Occupants	8(包括机组) 8 (includes crew)
最大行李 Maximum Baggage	226.8 千克 (500 磅) ...后行李舱 226.8 kg (500 lbs.) ... Aft Cabin Baggage Bay.
最大使用高度 Maximum Operating Altitude	20,000英尺密度高度(重量小于6250磅时) 5,000英尺密度高度(重量在6250磅和6500磅之间时) Below 6250 lbs 20,000 feet density altitude Between 6250 and 6500 lbs 5,000 feet density altitude

注释:

NOTES:

- 注释(1)
NOTE (1) 在颁发直升机的初始适航证时, 必须为每架直升机提供一份现行有效的重量和平衡报告(MDHI的基本重量和平衡记录), 该报告列出了该直升机审定空重(基本)和装载说明, 它包括了设备清单(MD900必需/选装设备清单作为一份单独的文件提供)。当影响直升机重量和平衡的构型改变时, 这份基本重量和平衡记录应保持现行有效。MDHI MD900的基本重量检查单包含了对于重量和平衡记录所需要的参考数据。以份现行有效的MDHI基本重量和平衡记录应保存在直升机上。审定的基本重量及其相应的重心位置考虑了所有减速器、液压和发动机滑油/流体以及残留/不可用燃油。
A current Weight and Balance Report (MDHI's Basic Weight and Balance Record) listing the helicopter certificated empty (basic) weight and loading instructions including a List of Equipment (MDHI's MD900 Required/Optional Equipment List is provided as a separate document) must be provided for each helicopter at the time the helicopter's original airworthiness certification is issued. This Basic Weight and Balance Record shall be kept current as the configuration, affecting the helicopter's weight and balance, is changed. The MDHI Basic Weights Checklist for Model MD900 contains needed reference data for the Weight and Balance Record. A copy of the current MDHI Basic Weight and Balance Record shall be kept in the helicopter. The certificated basic weight and corresponding center of gravity locations includes all transmission, hydraulic and engine oil/fluids as well as trapped/unusable fuel.
- 注释(2)
NOTE (2) 在飞行手册中给出的所有与驾驶员相关的必需的标记和标牌必须展示在驾驶员的视野范围内。
All required pilot related decals and placards displayed in the FAA Approved Rotorcraft Flight Manual must be displayed in full view of the pilot.
- 注释(3)
NOTE (3) 某些零件的寿命和检查要求列在MD900维修手册(CSP-900RMM-2)的第04-00-00章“适航限制”(ALS)。在没有经过FAA批准的情况下, 使用寿命和检查的时间值不能增加。
The retirement times of certain parts and inspection requirements are listed in Airworthiness Limitations Section (ALS), Section 04-00-00, of the Model MD900 Maintenance Manual (CSP-900RMM-2). These values of retirement of service lives and inspection cannot be increased without FAA approval.
- 注释(4)
NOTE (4) 所安装的发动机电子控制(EEC)和软件必须经FAA批准。
Electronic engine control (EEC) and software installed must be FAA approved.
经批准的EEC件号和软件为:
EEC Part Numbers and software versions approved are:
- | EEC件号 | 软件版本 |
|---------------|------------------|
| EEC P/N | Software Version |
| PW206A | |
| 3116655-04 | M0900.FLP |
| 3116655-06 | M1000.FLP |
| 3116655-08 | M1300.FLP |
| 3116655-12 | M1700.FLP |
| PW206E | |
| 3043845-01 | 8021310.FLP |
| 3043845-02 | 8021314.FLP |
| PW207E | |
| 3053929-01 | 11020306.FLP |
| 3055498-01 | 11020501.FLP |
- 注释(5) 现装座椅的改装或安装新型座椅需要按照FAR 25.562(修正案Amdt. 27-25)的应急着陆

NOTE (5) 动态条件进行重新审定。

Modification of existing seats or installation of new seats into this aircraft require re-certification in accordance with Emergency Landing Dynamic Conditions of FAR Part 27.562, Amendment 27-25.

注释(6) PW206A, PW206E, or PW207E的安装需要经FAA批准的兼容的

NOTE (6) 综合仪表显示系统(IIDS)。以下为原始审定的IIDS件号:

Installation of the Pratt & Whitney PW206A, PW206E, or PW207E engines requires a FAA approved compatible Integrated Instrument Display System (IIDS). Following are the initially certified IIDS parts numbers:

PW206A: IIDS 件号为900A3720002-105, 900A3720002-107或900A3720002-111

PW206A: IIDS P/N 900A3720002-105, 900A3720002-107 or 900A3720002-111

PW206E: IIDS 件号为900A3720002-109

PW206E: IIDS P/N 900A3720002-109

PW207E: IIDS 件号900A3720002-113

PW207E: IIDS P/N 900A3720002-113

注释(7) 1998年9月1日生效下列注释适用于所有改装。

NOTE (7) MD900直升机使用了发动机电子控制(通常称为全权数字发动机控制(FADEC))

并被意识到对电磁干扰(EMI)比仅使用手动(非电子的)控制的直升机更敏感。

EMI可能是辐射或传导干扰的结果。基于该原因, 增加或更改具有潜在EMI系统的改装必须符合FAA可接受的标准或安装时测试其对FADEC的干扰。这类测试必须使用特定的FADEC诊断技术和外部诊断技术。该测试程序必须经FAA批准。

Effective as of September 1, 1998, the following note apply to all modifications. The MD900 rotorcraft employs electronic engine controls, commonly named Full Authority Digital Engine Controls (FADEC) and is recognized to be more susceptible to Electromagnetic Interference (EMI) than rotorcraft that have only manual (non-electronic) controls. (EMI may be the result of radiated or conducted interference.) For this reason modifications that add or change systems that have the potential for EMI, must either be qualified to an FAA acceptable standard or tested at the time of installation for interference to the FADEC. This type of testing must employ the particular FADEC's diagnostic techniques and external diagnostic techniques. The test procedure must be FAA approved.

.....结束...

.....END.....