

目 录 / content

第 1 节/SECTION 1: 总则/GENERAL 3

第 2 节/SECTION 2: 750XL..... 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..... 6

 IV. 运行和服务说明/Operating and Service Instructions..... 10

 V. 注释/Notes 10

第 1 节/SECTION 1: 总则/GENERAL (所有型别) /(ALL MODELS)

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	VTC0272A 2 2018/1/19	NZCAA A-14 Revision 14 2016/2/5
历史 /History	VTC0272A 1 2014/2/24	NZCAA A-14 Revision 11 2014/1/30
历史 /History	VTC0272A 0 2012/12/13	NZCAA A-14 Revision 8 2012/5/14

2. 适航类别/Airworthiness Category: CCAR-23 正常类/CCAR-23 Normal Category

3. 认可当局/Validation Authority: 中国民用航空局/CAAC
审定当局/Certifying Authority: 新西兰民航局/NZCAA

4. 型号合格证持有人/Type Certificate Holder: Pacific Aerospace Ltd.
Private Bag 3027, Hamilton 3240, New Zealand

5. 认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 NZCAA 的审定基础(详见 NZCAA 型号合格证数据单: 编号 A-14)和 CAAC 的附加技术条件组成如下:

The CAAC validation basis is consists of the NZCAA certification basis (refer to NZCAA Type Certificate Data Sheet No. A-14) and the CAAC additional technical conditions as follows:

CCAR21.29, 版本: R3/ CCAR21.29, Amendment level: R3

CCAR45.30, 版本: R1/ CCAR45.30, Amendment level: R1

根据认可审定基础中的适用要求, 为旅客所设置的所有文字标记和标牌以及各应急出口的内外标记均应是中英文格式, 如客舱、行李舱和贮存舱的内部和外部有关安全说明和应急撤离说明的标记和标牌。

All markings and placards for passengers and emergence exit markings as required by applicable requirements of this validation basis, such as safe and emergence instructions located the inside or outside of passenger cabin, baggage and stowage compartments, must be presented in Chinese and English language.

6. 中国民用航空局专用要求/CAAC Special Requirements

对于申请 CAAC 审定的每一架特定的航空器, 其出口适航证上都必须由 NZCAA 按下面的“进口要求”予以签注。

A NZCAA Certificate of Airworthiness endorsed as noted below under “Import Requirements” must be submitted for each individual aircraft for which application for CAAC certification is made.

6.1 进口要求/Import Requirements

为具备在中国运行的资格, 按本型号认可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, 即: 本架航空器符合 CAAC 所批准的型号设计 (VTC0272A) 并处于可安全运行的状态。

To be consider 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 the NZCAA which states (in English language): This aircraft conforms to its CAAC type design (VTC0272A) and is in

a condition for safe operation.

6.2 使用信息/Service information

CAAC 接受每一经 NZCAA 批准的服务通告、修理手册、(设备/系统) 供应商手册、飞行手册和维护手册。NZCAA 的这些批准代表了 CAAC 的批准且仅限于本型号设计。

NZCAA-approved service bulletins, repair manuals, vender manuals, flight manuals and maintenance manuals, are accepted by the CAAC and are considered CAAC-approved. These approvals pertain to the type design only.

所有提到的运行文件均可从制造商处得到。

All the operational documentation mentioned can be obtained from the manufacture.

第 2 节/SECTION 2: 750XL

I. 总则/General

1. 型号/Type: 750XL
2. 衍生型/Variant or Model (保留)/(reserved)
3. 适航类别/Airworthiness Category: CCAR-23 正常类/CCAR-23 Normal Category
限用类/Restricted Category
4. 型号合格证持有人/Type Certificate Holder: Pacific Aerospace Ltd.
Private Bag 3027, Hamilton 3240, New Zealand
5. 制造商/Manufacturer: Pacific Aerospace Ltd.
Private Bag 3027, Hamilton 3240, New Zealand
6. 审定申请日期/Certification Application Date:
申请 NZCAA /To NZCAA: 2000.01.25/25-Jan-2000
申请 CAAC /To CAAC: 2011.07.11/17-Jul-2011
7. NZCAA 型号审定日期/NZCAA Type Certification Date: 2003.07.23/23 Jul 2003

II. 认可审定基础/Validation Certification Basis

1. 确定适用要求的基准日期/Reference date for determining the applicable requirements:
2012.10.10/10 October 2012
2. NZCAA 的审定基础/NZCAA Certification Basis:
新西兰民用航空规章第 21 部 B 当前有效, 2000 年 1 月 25 日(1997 年 12 月 25 日第 5 修正案)
/New Zealand Civil Aviation Rules Part 21B current on 25 January 2000 (amendment 5 dated 25 December 1997).
美国联邦航空规章/United States Federal Aviation Regulations:
- 1965 年 2 月 1 日生效的第 23 部, 从修正案 23-1 到 2002 年 3 月 1 日生效的修正案 23-55
/Part 23 effective 1 February 1965 as amended by amendment 23-1 through 23-55 dated 1 March 2002.
- 1990 年 9 月 10 日生效的第 34 部, 从修正案 34-1 到 1999 年 3 月 2 日生效的修正案 34-3
/Part 34 dated September 10, 1990, including Amendments 34-1 through 34-3 dated 2nd March 1999.
- 1969 年 12 月 1 日生效的第 36 部, 从修正案 36-1 到 2002 年 7 月 8 日生效的修正案 36-24
/Part 36 effective 1 December 1969 as amended by amendment 36-1 through 36-24 dated 8 July 2002.
下列要求不符合, 但通过补偿提供等效安全因素
/The following requirements are not complied with but are compensated for by factors that provide an equivalent level of safety:
FAR 23.1505(c) –参见 CAA ELOS 确定备忘录, 2003 年 7 月 18 日/ See CAA ELOS Decision memo dated 18/7/03.

根据改装 PAC/XL/0453 安装了可选 HC-E4N-3P 的 4 叶桨航空器符合 FAR 第 36 部的修正案 36-28。
/Aircraft with optional HC-E4N-3P 4-bladed propeller installed by modification PAC/XL/0453 have complied with FAR Part 36 at amendment 36-28.

改装 PAC/XL/0448(加长燃油箱), 按 1965 年 2 月 1 日生效的 FAR 第 23 部审定, 修正案从 23-1 到 2011 年 5 月 20 日的 23-61。

/Modification PAC/XL/0448(Extended range wing) has been certificated against FAR 23 effective 1 February 1965 as amended by amendment 23-1 through 23-61 dated 20 May 2011.

限用类审定的目的是农业运营(注释 1) /For Restricted category Certification for the purposes of agricultural aircraft operations (Note 1):

审定申请日期是 2005 年 8 月 29 日 /Application for certification dated 29 August 2005.

新西兰民用航空规章第 21 部 B 第 6 修正案 (2003 年 7 月 28 日) 和第 137 部第 2 修正案 (1997 年 4 月 1 日)/New Zealand Civil Aviation Rules Part 21B at amendment 6 dated 28 July 2003 and Part 137 at amendment 2 dated 1 April 1997.

美国联邦航空规章/United States Federal Aviation Regulations:

- 1965 年 2 月 1 日生效的第 23 部, 从修正案 23-1 到 2002 年 3 月 1 日生效的修正案 23-55, 按照 FAA AC 21.25-1 不包括 23.221, 和/ Part 23 effective 1 February 1965 as amended by amendment 23-1 through 23-55 dated 1 March 2002 except for 23.221 as per FAA AC 21.25-1; and

- 1990 年 9 月 10 日生效的第 34 部, 从修正案 34-1 到 1999 年 3 月 2 日生效的修正案 34-3 /Part 34 dated September 10, 1990, including Amendments 34-1 through 34-3 dated 2nd March 1999; and

- 1969 年 12 月 1 日生效的第 36 部, 从修正案 36-1 到 2002 年 7 月 8 日生效的修正案 36-24 (根据 FAR36.1(a)(2)豁免为农用飞机营运设计的小型螺旋桨驱动的小型飞机。)

/Part 36 dated December 1, 1969, including Amendments 36-1 through 36-24 dated 1st March 2002. (Note: Exempted in accordance with FAR 36.1(a)(2) as a small propeller-driven aircraft designed for agricultural aircraft operations.)

不符合下列要求, 但补偿提供等效安全水平的因素/The following requirements are not complied with but are compensated for by factors that provide an equivalent level of safety:

FAR 23.1505(c) - 参考 2003 年 7 月 18 日的 CAA 等效安全决定备忘录

/FAR 23.1505(c) - See CAA ELOS Decision memo dated 18/7/03.

FAR 23.609(b), 当采用 PAC/XL/0134 改装包时, 参考 2005 年 9 月 22 问题纪要 CRI S-1

/FAR 23.609(b) when modification PAC/XL/0134 is embodied. See Issue paper CRI S-1 dated 22/9/05.

FAR 23.1093(b), 当采用 PAC/XL/0130 改装包时, 参考 2005 年 9 月 19 日的问题纪要 CRI E-1

/FAR 23.1093(b) when modification PAC/XL/0130 is embodied. See Issue paper CRI E-1 dated 19/9/05.

- | | |
|---|---------------------------------|
| 3. CAAC 专用条件/Special Conditions: | 见问题纪要 G-1 (See Issue Paper G-1) |
| 4. CAAC 豁免/Exemptions: | N/A |
| 5. CAAC 等效安全/Equivalent Safety Findings | N/A |
| 6. 包括噪声在内的环境标准/Environmental Standards including Noise: | |
| CCAR-34 (等效 14CFR 34 部, 到修正案 34-3/equivalent 14 CFR Part23, through Admt. 34-3) | |
| CCAR-36R1 (等效 14CFR 36 部, 到修正案 36-28/equivalent 14 CFR Part36, through Admt. 36-28) | |

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

1. 型号设计定义/Type Design Definition:

根据主图纸目录的图集/Set of drawings according to Master Drawing Index :

PAC 图号 11-00001-1 或/PAC Drawing No.11-00001-1 or

PAC 图号 11-00005-1 (注释 2) 或/PAC Drawing No. (See Note 2) or

PAC 图号 11-00007-1 (注释 3) /PAC Drawing No. 11-00007-1 (See Note 3)

2. 说明/Description: 单发涡桨, 2 座, 下单翼飞机

/Single-turbo-propeller engine, 2 seats, low wing airplane,

铝和钢结构, 固定式三轮起落架, 正常尾翼。

/aluminium and steel structure, fixed tricycle landing gear, normal empennage.

3. 设备/Equipment:

适用的适航规章 (见审定基础) 所规定的基本设备必须安装在适航审定的飞机上。

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

适用于 CAA 批准的飞行手册要求的所有运行。包括飞行手册是信息的补充形式, 其中包括安装航空器安全运行必需的可选系统和设备。

/The applicable CAA approved Flight Manual is required for all operations.

Included within the Flight Manual is information in the form of supplements which cover installation of optional systems and equipment that are necessary for safe operation of the aircraft.

CAA 批准的飞行手册 AIR 3237, 适用于生产序列号 186 及以后。

/CAA Approved Flight Manual AIR 3237 s/n 186 and up.

4. 尺寸/Dimensions: 翼展/ Span: 12.80 m (42 ft)
 长度/Length: 11.84 m (38.1 ft)
 高度/Height: 4.04 m (13.3 ft)
 机翼面积/ Wing Area: 24.88 m² (267.8 ft²)

5. 发动机/Engines:

制造商/Manufacturer: Pratt & Whitney

型号/Type: PT6A-34

TC 编号/ TC No: E-6 (Transport Canada)

VTC 编号/VTC No: VTC 0171E, 版次: 2

动力调整 Power Setting	扭矩 Torque psi	最大涡轮 间温度 Max ITT °C	气体发生器 转速 Gas Gen RPM % Ng	螺旋桨转速 Prop RPM % Np	油压 Oil Press Psi	油温 Oil Temp. °C	轴马力 Shaft Horse-Pow er
起飞/Takeoff	64.5 (2)	790	101.6	91.2	85-105	10-99	750 (31 °C)
最大连续 /Maximum Continuous	54	740	101.6	91.2	85-105	10-99	633
最大爬升 /Maximum Climb	54	740	101.6	91.2	85-105	0-99	633
最大巡航 /Maximum Cruise	64.5 (2)	790	101.6	91.2	85-105	0-99	750
	54	740	101.6	91.2	85-105	0-99	633
空转/Idle	-	685	52-54	-	40	-40-99	-
最大反桨 /Maximum Reverse	64.5 (2)	790	101.6	86	85-105	0-99	-
瞬间/Transient	68.4 (5)	850 (3)	102.6 (3)	100	85-105	0-99	-
起动/Starting	-	1090 (3) (4)	-	-	-	-40	-
(1) 所有限制基于海平面/ All limits are based on sea level (2) 5 分钟时间限制/5 minute time limit (3) 这些值限制到两秒/ These values are limited to two secs (4) 起动温度高于 850°C 应检查原因/Starting temperatures above 850°C should be investigated for cause (5) 时间限制到 20 秒/Time limited to 20 secs							

6. 螺旋桨/ Propellers: 制造商/Manufacturer: Hartzell Propeller Inc.

型号/Type: HC-B3TN-3D/T10282NS+4 或
 HC-B3TN-3D/T10282NSK+4 (Modification PAC/XL/0615)

TC 编号/ No: P15EA(FAA)

VTC 编号/VTC No: VTC0196P 版次 3

最大直径/Maximum Diameter: 2692 mm / 106 in

最小直径/Minimum Diameter: 2692 mm / 106 in

桨叶数量/Number of Blades: 3

顺桨/Feathered: 86.3° ± 1.5°

低距/Low Pitch: 18.5° ± 0.5°

最大反桨 Maximum Reverse: $-8.1^{\circ} \pm 0.5^{\circ}$

安装改装包/Installed by Modification: PAC/XL/0453)

型号/Type: HC-E4N-3P/D9900

TC 编号/No: P10NE (FAA)

VTC 编号/VTC No: VTC0203P 版次 5

最大直径/Maximum Diameter: 2540 mm / 100 in

最小直径/Minimum Diameter: 2540 mm / 100 in

桨叶数量/Number of Blades: 4

顺桨/Feathered: $89.5^{\circ} \pm 0.5^{\circ}$

低距/Low Pitch: $19.3^{\circ} \pm 0.1^{\circ}$

最大反桨 Maximum Reverse: $-10.0^{\circ} \pm 0.5^{\circ}$

7. 液体 Fluids:

7.1 燃油 Fuel 参见 POH 第 2.5 节/ Refer to POH, Section 2.5

7.2 滑油 Oil 参见 POH 第 2.5 节/ Refer to POH, Section 2.5

8. 液体容量/Fluid capacities:

8.1 燃油 Fuel:

油箱 /Tanks	总容量 /Total capacity	不可用 /Unusable	可用 /Usable
左前油箱/ Front Left Tank (包括消耗油箱/ includes sump tank)	183.4升/litres, 323 磅/lbs 48.4 加仑/U.S. gallons	3.4升/litres, 6磅/lbs 0.9 加仑/U.S. gallons	180升/litres, 317磅/lbs 47.6 加仑/ U.S. gallons
右前油箱 Front Right Tank	182升/litres, 320磅/lbs 48.1 加仑/U.S. gallons	2升/litres, 3.5磅/lbs 0.5 加仑/U.S. gallons	180升/litres, 317磅/lbs 47.6 加仑/U.S. gallons
左后油箱 Rear Left Tank	461.3升/ litres, 812磅/lbs 121.9 U.S. gallons	13.3升/ litres, 23.4磅/lbs 3.5 加仑/U.S. gallons	448升/ litres, 788磅/lbs 118.3 加仑/U.S. gallons
右后油箱 Rear Right Tank	461.3升/ litres, 812磅/lbs 121.9 加仑/U.S. gallons	13.3升/ litres, 23.4磅/lbs 3.5 加仑/U.S. gallons	448升/ litres, 788磅/lbs 118.3 加仑/U.S. gallons
总计/Total	1288升/ litres, 2267磅/lbs 340.3 加仑/U.S. gallons	32升/ litres, 56磅/lbs 8.5 加仑/U.S. gallons	1256升/ litres, 2210磅/lbs 331.8 加仑/U.S. gallons

8.2 滑油/Oil: 总容量/Total capacity 8.7 升/liters

9. 空速限制/Airspeed limits:

VNE (不可超越速度/Never Exceed speed) 170 KIAS

VNO (最大巡航速度/Max. structural cruising speed) 140KIAS

VA, Vo (机动速度/Manoeuvring speed)

3402 kg (7500磅/lbs) 131 KIAS

2948 kg (6500磅/lbs) 122 KIAS

2495 kg (5500磅/lbs) 112 KIAS

2041 kg (4500磅/lbs) 101 KIAS

VFE (最大襟翼放下速度/Maximum flaps extended speed)

襟翼/Flaps 20° 130 KIAS

襟翼/Flaps 40° 120 KIAS

10. 最大使用高度/Maximum Operating Altitude: 6096 m (20,000 ft)

11. 使用限制/Operating Limitations:

昼夜目视飞行 (安装了适当的设备并正常工作时) /

Day & night VFR when appropriate equipment is installed and operating correctly

参考批准的 POH, 第 2.2 节/Refer to approved POH, Section 2.2

12. 最大审定重量/Maximum Certified Mass:

起飞/Take-Off: 3402kg (7500 磅/lbs)

着陆/Landing: 3232 kg (7125 磅/lbs)

13. 重心范围/Centre of Gravity Range:

前限/Fwd limit :

总重 1909Kg(4209 lbs)时, 在基准面后 2.60m(102.18 in)
/2.60 m (102.18 in) aft of datum at 1909 kg (4209 lbs)
总重 2558Kg(5639 lbs)时, 在基准面后 2.66m(104.90 in)
/2.66 m (104.90 in) aft of datum at 2558 kg (5639 lbs)
总重 3402Kg (7500 lbs)时, 在基准面后 2.88m (113.27 in)
/2.88 m (113.27 in) aft of datum at 3402 kg (7500 lbs)

后限/Aft Limit :

所有重量下, 在基准面后 3.17m(124.6 in)
3.17 m (124.6 in) aft of datum at all weights
给定点之间的直线/Straight line between points given.

14. 基准面/Datum Plane:

位置 0.00 (机翼前缘前 2.454m (100.21 in))

/Station 0.00 (2.545m (100.21 in) forward of wing leading edge)

15. 水平方法/Leveling Means:

纵向/Longitudinally: 左侧主门前机身上纵梁的两个螺栓

/Two bolts on fuselage upper longerons forward of LH main door.

侧向/Laterally :

机翼主梁内侧上表面/Top of inner wing main spar.

16. 最小飞行机组人数/Minimum Flight Crew: 1/one

17. 最大旅客座位容量/Maximum Passenger Seating Capacity:

在位置 1.69m(66.5 ins) 处 2 个 (附加座椅见注释 4)

/Two at Station 66.6 ins(1.69m) (See Note 4 for additional seating)

18. 最大行李/货物载重/Maximum Baggage/Cargo Loads:

在位置 82.0(2.08 m)和 115.0(2.92 m)之间, 544kgs(1200 lbs)

/1200 lbs (544 kgs) between Stations 82.0 (2.08 m) and 115.0 (2.92 m).

在位置 118.0 (3.0 m)和 166.0(4.22 m)之间, 544kgs(1200 lbs)

/1200 lbs (544 kgs) between Stations 118.0 (3.0 m) and 166.0 (4.22 m).

在位置 166.0 (4.22 m)和 240.0(6.10 m)之间, 363kgs(800 lbs)

/800 lbs (363 kgs) between Stations 166.0 (4.22 m) and 240.0 (6.10 m).

19. 机轮和轮胎/Wheels and Tires: 滑撬式起落架/Skid type landing gear

19.1 前起落架/Nose landing gear: 轴距/Wheel base 3.17 m (10.5 in)

轮胎/Tire 8.50 x 6 in

19.2 主起落架/Main landing gear: 轮距/Track 3.68 m (12.1 in)

轮胎/Tire 8.50 x 10 in

20. 操纵面运动/Control Surface Movements:

升降舵相对水平安定面/Elevator relative to tailplane :

上/Up 30°

下/Down 8.5°

升降舵调整片相对水平安定面/Elevator tab relative to tailplane:

上/Up 10.5°

下/Down 27.5°

方向舵相对垂直安定面/ Rudder relative to fin :

右/Right 25°

左/Left 20°

方向舵调整片相对垂直安定面/Rudder tab relative to rudder :

右/Right 13°

左 /Left 13°

副翼相对机翼/Ailerons relative to wing :

上/Up 23°

下/Down 9.5°

副翼调整片相对机翼/Ailerons tab relative to ailerons :

上/Up 15°

下/Down 20°

襟翼相对机翼/Flaps relative to wing :

上/Up 0°

起飞/Take-off 21°

着陆/Landing 40°

除襟翼外, 所有操纵面的公差是 $\pm 0.5^\circ$ 。襟翼公差在起飞位置是 $\pm 1^\circ$, 在着陆位置是 $+1^\circ/-0^\circ$ 。

/For all control surfaces except flaps, a tolerance of $\pm 0.5^\circ$ is applied. A tolerance of $\pm 1^\circ$ is applied to the flaps in the up and take-off positions, and $+1^\circ/-0^\circ$ in the landing position.

21. 产品序号/Serial numbers eligible : 186 及以后/186 and up

IV. 运行和服务说明/Operating and Service Instructions

1. 飞机飞行手册/Airplane Flight Manual:

飞行员操作手册 (POH) 和 CAAC 批准的飞行手册是新西兰 CAA 于 2013 年 12 月 6 日批准的, 或最新批准版。/Pilot Operating Handbook (POH) and CAAC approved Flight Manual AIR 3237 must be at initial Issue, approved by NZCAA on 6 December 2013, or later approved revision.

2. 维护手册/Maintenance Manual

部件的使用寿命限制在第 4 章“适航限制”中给出。/Service Life limits of components are given in the Airworthiness Limitations Section of Chapter 04.

V. 注释/Notes

1. 内部装有分发物质的农用作业的飞机按限用类审定仅限农用作业资格。

/When internally equipped for dispensing substances on agricultural aircraft operations the aircraft is only eligible for certification in the restricted category for the purposes of agricultural aircraft operations.

采用任何下列改装的飞机按限用类审定仅限农用作业资格。

/When any of the following modifications are embodied, the aircraft is only eligible for certification in the restricted category for the purposes of agricultural aircraft operations:

PAC/XL/0130 发动机罩过滤器安装/Engine Cowl Filter Installation

PAC/XL/0184 农用料斗安装/Agricultural Hopper Installation

PAC/XL/0134 机身密封安装/Fuselage Sealing Installation

PAC/XL/0602 安装喷洒系统 /Installation Spray System

PAC/XL/0612 安装 1500 升料斗/ Installation 1500 litre Hopper

2. 依图号 11-00005-1 生产的航空器有资格按 IFR 运行。生产系列号 S/N126 的航空器, 以及按图号 11-00005-1 的定义进行同等配置的任何其他飞机也有资格按 IFR 运行。

/Aircraft manufactured to Drawing No. 11-00005-1 are eligible for IFR operations. Aircraft s/n 126 and any other aircraft modified to an equivalent configuration as defined by drawing No. 11-00005-1 are also eligible for IFR operations.

3. 根据新西兰民航规章第 125 部和 ICAO 附件 6 的 5.4 和 6.22 段以及附录 3, 依图号 11-00007-1 生产的航空器有资格按 SEIFR 运行。按图号 11-00007-1 的定义进行同等配置的任何其他飞机也有资格按 SEIFR 运行 (改装 PAC/XL/0500 是等效的)。飞机的 SEIFR 运营必须按照 2013 年 10 月 22 日的补充飞行手册 AIR3237 第 114 号或以后 CAA 批准的修订版运行。

/Aircraft manufactured to Drawing No. 11-00007-1 are eligible for SEIFR operations in accordance with New Zealand Civil Aviation Rules part 125 and ICAO Annex 6 Paragraphs 5.4, 6.22 and Appendix 3. Aircraft modified to an equivalent configuration as defined by drawing No. 11-00007-1 are also eligible for SEIFR operations (modification PAC/XL/0500 is equivalent). Aircraft operating SEIFR must be operated in accordance with Flight Manual Supplement AIR 3237 No 114 at Issue 2 dated 22 October 2013 or later CAA approved revision.

4. 按下列可选改装包, 可以安装附加旅客座椅/Additional passenger seating is installed in accordance with the following optional modifications:

1. PAC/XL/0440 –安装 Aero Twin 座椅/ Installation of Aero Twin Passenger Seats

要求优先安装 PAC/XL/0107 “Mk III 地板”, 或 PAC/XL/0609 和 0610 “Modular 地板”和 PAC/XL/0019 或 PAC/XL/0079 “客舱通风”

/(Requires the prior installation of PAC/XL/0107 “Mk III floor”, or PAC/XL/0609 and 0610 “Modular Floor”, and PAC/XL/0019 or PAC/XL/0079 “Cabin Ventilation”).

八个座椅/Eight seats 两个在位置 2.68 m (105.34 英寸) /Two at Station 2.68 m(105.34 ins)

两个在位置 3.67m (144.43 英寸) /Two at Station 3.67 m(144.43 ins)

两个在位置 4.53m (178.32 英寸) /Two at Station 4.53 m (178.32 ins)

两个在位置 5.76m (226.76 英寸) /Two at Station 5.76 m (226.76 ins)

5. 中文标牌和标识包含在 2014 年 1 月 7 日发布的补充飞行手册 AIR3237 SUPPLEMENT 125 或 CAAC 批准

的更新版本中。

Chinese Placards and markings are included in FLIGHT MANUAL AIR3237 SUPPLEMENT 125 at Issue 2 dated 7 January 2014 or later revisions CAAC approved.