

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: VTC0162A

版次/Revision: 4

型号/Models:

C90A

C90GT

C90GTi

批准人/Approved By:

徐超群

职务/Title: Director General of CAAC-AAD

日期/Date: 2019 年 02 月 18 日

本数据单是型号认可证(编号: **VTC0162A**)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: **VTC0162A**), 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: 型号合格证持有人记录/Type Certification Holder record:

Textron Aviation Inc.

One Cessna Boulevard

Wichita, KS 67215

1996 年 4 月 15 日 Beech Aircraft Corporation 转为 Raytheon Aircraft Company。

2007 年 3 月 26 日 Raytheon Aircraft Company 转为 Hawker Beechcraft Corporation。

2013 年 4 月 12 日 Hawker Beechcraft Corporation 转为 Beech Aircraft Corporation。

2016 年 10 月 12 日 Beech Aircraft Corporation 转为 Textron Aviation Inc.。
Beech Aircraft Corporation transferred to Raytheon Aircraft Company on April 15, 1996。

Raytheon Aircraft Company transferred to Hawker Beechcraft Corporation on March 26, 2007。

Hawker Beechcraft Corporation on transferred to Beech Aircraft Corporation on April 12, 2013。

Beech Aircraft Corporation transferred to Textron Aviation Inc. on October 12, 2016。

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第 1 部分/SECTION 1: 总则（所有型别）

General (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	VTC0162A 4 2019/02/18	FAA 3A20, Rev 81, May 11, 2018
历史/ History	VTC0162A 3 2017/09/22 VTC0162A 2 2012/03/31 VTC0162A 1 2009/07/13 VTC0162A Original Issue 2005/04/30	FAA 3A20, Rev 80, Aug 31, 2017 FAA 3A20, Rev 70, Jul 02, 2011 FAA 3A20, Rev 68, May 12, 2009

2. 适航类别/Airworthiness Category: 正常类航空器/Normal Category Aircraft

3. 认可当局/Validation Authority: 中国民用航空局/CAAC
审定当局/Certifying Authority: 美国联邦航空局/FAA

4. 型号合格证/Type Certificate: Number: 3A20
型号合格证持有人/Type Certificate Holder: Textron Aviation Inc.
One Cessna Boulevard
Wichita, KS 67215

型号合格证申请日期/Application for Type Certificate dated:

1958 年 5 月 1 日/ May 1, 1958

型号合格证颁发日期/ Issuance for Type Certificate dated:

February 4, 1959, obtained by the manufacturer under delegation option Procedures.

1959 年 2 月 4 日，依据委托授权方式由制造人获得。

第 2 部分/ SECTION 2: C90A

I. 总则/General

- | | |
|--------------------------------------|--|
| 1. 型别/Model: | C90A |
| 2. 适航类别/Airworthiness Category: | 正常类航空器/Normal 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: | 1983.12.01/01 Dec 1983 |
| 5. CAAC 认可日期/CAAC Validated Date: | 2005.04.30/30 Apr 2005 |

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。

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

FAA审定基础//FAA certification basis

详见FAA型号合格证数据单3A20（版本81）中的C90A型别的审定基础。/ Refer to FAA Type Certificate Data Sheet No.3A20 Revision 81.

中国民用航空局附加技术条件/CAAC Additional Technical Conditions

交付到中国的每一架C90A飞机须满足下述附加技术条件：

Each of Model C90A aircraft delivered to China shall meet the following Additional Technical Conditions:

- (1) 必须符合FAA颁布的所有适用的适航指令；

All applicable airworthiness directives (ADs) issued by the FAA shall be complied with.

- (2) 环保标准/Environmental Standards:

Noise: CCAR-36-R1, dated 15 April 2007

- (3) 依据CCAR21. 29 (5)，机上所有对旅客进行的提示、警告和通知的文字标记和标牌必须至少有中文表述。机上所有向旅客或者机外营救人员指示应急出口和门的位置以及开启方法的文字标记和标牌和乘客可能使用的机上所有应急设备的操作、使用说明必须至少有中文表述。

As per CCAR 21.29 (5), all literal markings and placards on an airplane used for advising, warning or notifying passengers must be at least in Chinese. All literal markings and placards on an airplane used for indicating passengers or outboard rescue personnel of the location of emergency exits and doors and their means of opening must be at least in Chinese, and all operation instructions of airplane

emergency equipment that may be used by passengers must be at least in Chinese.

(4) 燃油符合中国航空燃油3号喷气燃料（GB-6537-2006）：

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

(5) 进口要求/Import Requirements:

为具备在中国运行的资格，按本型号认可证制造的每架航空器必须具有一份出口适航证，其上签注有出口国适航当局的审定声明（用英文），即：本架航空器符合CAAC所批准的型号设计(VTC0162A)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 (VTC0162A) 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.

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

型号 C90A, 空中国王 (正常类), 1983 年 12 月 1 日获 FAA 批准。

Model C90A, King Air, (Normal Category), Approved December 1, 1983 by FAA.

发动机/Engines:	2 台 Pratt & Whitney Aircraft of Canada, Ltd.的 PT6A-21(涡轮螺旋桨)
	型号合格证号: E-6 (TCCA)
	型号认可证号: VTC0171E (R2)
	2 Pratt & Whitney Aircraft of Canada, Ltd. PT6A-21(Turboprop)
	TC: E-6 (TCCA)
	VTC: VTC0171E (R2)

燃油/Fuel: JP-4, JP-5(MIL-T-5624); JP-8(MIL-T-83133); Jet A, Jet A-1, 和 Jet B 符合 P&WC S.B. 1244 或 ASTM Spec D1655.
应急燃油见注 1

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. 1244 or ASTM Spec D1655.

See NOTE1 for Emergency fuels.

滑油（发动机和减速器）/ P&WC PT6 发动机 No. 1 号服务通报列表中允许的滑油牌号。

Oil (Engine and Gearbox): P&WC PT6 Engine Service Bulletin No. 1 list approved brand oils

发动机限制/Engine Limits:	轴马力 Shaft Horsepower	N1 燃气涡轮转速 N1 Gas Generator Speed	螺旋桨轴 转速 Prop Shaft Speed	最大许用涡轮间 温度℃ Max. Permissible Turbine Interstage Temp. (Deg. C)
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起飞（5 分钟）

Takeoff (5 minutes)

550

101.5

2200*

695

最大连续

Max Continuous

550

101.5

2200*

695

启动瞬间（2 秒）

Start Transient (2 seconds)

102.6

1090

最大反桨（1 分钟）

Max Reverse (1 minute)

300

88.0

2100

695

*见注 2

在低高度及低环境温度下，发动机起飞功率要比飞机审定时功率大。在这种条件下，扭矩表上的扭矩限制不得超越。

See NOTE 2

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 limit shall not be exceeded.

滑油温度 -40°F

Oil temperature:

-40°F to 210°F

50°F to 210°F

最低启动温度

minimum starting

低慢车

low idle

最大连续

max. continuous

螺旋桨和螺旋桨限制 /Propeller and Propeller Limits:	<u>具有反桨功能的螺旋桨（见注 3）</u> 两个 Hartzell 公司带 T10173K-8 或 T10173NK-8 螺旋桨叶的 HC-B3TN-3M 或 HC-B3TN-3B 桨毂 直径: 93-3/8 in. (名义尺寸) 最小允许修复至 90-3/8 in. (不允许进一步减少) 在 30in 站位的桨距设置 飞行慢车止动点 (见注 4) 辅助飞行慢车止位 (见注 4) 反桨 -11° 顺桨 87° 型号合格证: P15EA (FAA) 型号认可证: VTC0196P (R3) <u>Reversing Propeller (See NOTE 3)</u> 2 Hartzell HC-B3TN-3M or HC-B3TN-3B hubs with T10173K-8 or T10173NK-8 blades. Diameter: 93-3/8 in. (Nominal) Minimum allowable for repair 90-3/8 in. (no further reduction permitted) Pitch Settings at 30 in. Sta: Flight Idle Stop (See NOTE 4) Secondary flight idle stop (See NOTE4) Reverse -11° Feather 87° TC: P15EA (FAA) VTC: VTC0196P (R3)		
螺旋桨和螺旋桨限制 /Propeller and Propeller Limits:	<u>非反桨螺旋桨</u> 2 副哈泽尔 HC-B3TN-2(B)/T10173B-8 直径: 93-3/8 英寸 (名义), 允许修理的最小值 90-3/8 英寸 (不允许进一步降低) 在 30 英寸站位的桨距设定: 低 19°, 顺桨 87° 型号合格证: P15EA (FAA) 型号认可证: VTC0196P (R3) <u>Non Reversing Propeller</u> 2 Hartzell HC-B3TN-2(B)/T10173B-8 Diameter: 93-3/8 in. (Nominal) Minimum allowable for repair 90-3/8 in. (no further reduction permitted) Pitch settings at 30 in. Sta.: Low 19°, Feather 87° TC: P15EA (FAA) VTC: VTC0196P (R3)		

空速限制/Airspeed

CASCASCAS

Limits:	最大使用速度			
S/N LJ-1063 至	Maximum operating speed	260mph	(226 knots)	226 knots
LJ-1137 和 LJ-1146	机动速度			
S/N LJ-1063 thru	Maneuvering	176mph	(153 knots)	153 knots
LJ-1137 and	襟翼放下速度			
LJ-1146	Flap extended speed	161mph	(140 knots)	148 knots
	最大起落架操作速度			
	Maximum landing gear operating speed			
	放下	209mph	(182 knots)	182 knots
	Extension			
	收起	189mph	(164 knots)	163 knots
	Retraction			
	最大起落架放下速度			
	Maximum landing gear extended speed	209mph	(182 knots)	182 knots
S/N LJ-1138 至	最大使用速度			
LJ-1145	Maximum operating speed	260mph	(226 knots)	226 knots
S/N LJ-1138 thru	机动速度			
LJ-1145	Maneuvering	195mph	(169 knots)	169 knots
LJ-1147 至	襟翼放下速度			
LJ-1726 , LJ-1728	Flap extended speed	161mph	(140 knots)	148 knots
至 LJ-1753 ,	最大起落架操作速度			
LJ-1755	Maximum landing gear operating speed			
LJ-1147 thru	放下	209mph	(182 knots)	182 knots
LJ-1726, LJ-1728	Extension			
thru LJ-1753,	收起	189mph	(164 knots)	163 knots
LJ-1755	Retraction			
	最大起落架放下速度			
	Maximum landing gear extended speed	209mph	(182 knots)	182 knots
重心范围（起落架放下）	9650 lb 时(+153.2)到(+160.0)。			
/C.G. Range (Landing	7400 lb 时或更小(+144.7)到(+160.0)			
Gear	在给定的两点线性变化			
Extended):	由于起落架收起导致的力矩变化-3825in.-lb。			
S/N LJ-1063 至 LJ-1137	(+153.2) to (+160.0) at 9650lb			
和 LJ-1146	(+144.7) to (+160.0) at 7400 lb or less			

S/N LJ-1063 thru	Straight line variation between points given	
LJ-1137 and LJ-1146	Moment change due to retracting landing gear -3825in.-lb.	
重心范围（起落架放下）	10,100 lb 时从(+152.0)到(+160.0)	
/C.G. Range (Landing	9999 lb 时为(+151.7)（注释 7）	
Gear Extended):	7850 lb 或更小时从(+144.7)到(+160.0)	
	(+152.0) to (+160.0) at 10,100 lb.	
	(+151.7) at 9999 lbs. (Note 7)	
	(+144.7) to (+160.0) at 7850 lb or less	
系列号从 LJ-1138 到	给定两点间线性变化	
LJ-1145, 从 LJ-1147 到	收上起落架引起地力矩变化为-3825 in. -lb.	
LJ-1726 和以后的, 从	Straight line variation between points given	
LJ-1728 到 LJ-1753,	Moment change due to retracting landing gear -3825 in. -lb.	
LJ-1755（见注 7）		
S/N LJ-1138 thru		
LJ-1145, LJ-1147 thru		
LJ-1726, and after		
LJ-1728 thru LJ-1753,		
LJ-1755 (See Note 7)		
空机重心范围	无	
Empty Wt. C.G. Range	None	
最大重量/ Maximum	机坪/Ramp	9710lb.
Weight:		
S/N LJ-1063 至 LJ-1137	起飞/Takeoff	9650lb
和 LJ-1146		
S/N LJ-1063 thru	着陆/Landing	9168lb
LJ-1137 and LJ-1146		
最大重量/ Maximum	机坪/Ramp	10,160lb
Weight:		
S/N LJ-1138 至		
LJ-1145, LJ-1147 至	起飞/Takeoff	10,100lb.
LJ-1726,LJ-1728 至		
LJ-1753,LJ-1755		
S/N LJ-1138 thru		
LJ-1145, LJ-1147 thru	着陆/Landing	9,600lb
LJ-1726, LJ-1728 thru		
LJ-1753, LJ-1755		

座位数	最大 13 人（包括在+129 处的 2 个人）。对乘客就坐见装载说明。			
No. of Seats	Maximum 13 (including 2 at +129). See loading instructions for passenger loading.			
最大行李载重（结构限制）	350 lb.(+275) 350 lb.(+70)（行李及电子设备）			
Maximum Baggage (Structural Limit)	350 lb.(+275) 350 lb.(+70)(Baggage and Avionics)			
燃油容量	油箱	容积 Gal	可用 Gal	力臂
Fuel Capacity	<u>Tank</u>	<u>Cap Gal</u>	<u>Usable Gal</u>	<u>Arm</u>
	左右吊舱			
	L & R Nacelle	61 ea	61 ea	+131
	左右机翼			
	L & R Wing	131 ea	131 ea	+167
	不可用燃油数据见注 8。 See NOTE 8 for data on unusable fuel.			
滑油容量	共 22.4 qt. (+101)			
Oil Capacity	不可用滑油数据见注 8 22.4 qt. total (+101) See NOTE 8 for data on unusable oil.			
最大使用限制	30,000ft 压力高度。			
Max. Oper. Limit	30,000ft. pressure altitude.			
操纵面使用范围	襟翼/Wing flaps	最大	44 °	
Control Surface Movement		/Maximum		
	副翼调整片（只在左侧）/Aileron tab (left only)	上/Up	15 °	下/Down 15 °
	副翼/Aileron	上/Up	20 °	下/Down 20 °
	升降舵调整片/Elevator tab	上/Up	10 °	下/Down 21 °
	升降舵反伺服调整片/Elevator tab anti-servo	上/Up	12 °	下/Down 8 °
	升降舵/Elevator	上/Up	25 °	下/Down 15 °
	方向舵调整片/Rudder	右/Right	30 °	左/Left 30 °

tab

方向舵/Rudder 右/Right 24 ° 左/Left 19 °

适用的系列号 LJ-1063 至 LJ-1726, LJ-1728 至 LJ-1753 和 LJ-1755。

Serial No's. Eligible 见注 10

LJ-1063 thru LJ-1726, LJ-1728 thru LJ-1753 and LJ-1755。

See NOTE 10

IV. 经批准的中文标记标牌/ The Approved Chinese Placards

以下资料中所包含的中文标记标牌的中文表述已由 CAAC 接受并由 FAA 批准：

The Chinese Placards involved in the following data have been accepted by CAAC and approved by

FAA:

序号 Code	标题 Title	编号 Number	版本 Rev.
1	Bilingual (Chinese) Placards and Markings	NO. 90-005130	Rev.2
		NO.002-380011	Rev. 5

第 3 部分/ SECTION 3: C90GT

I. 总则/General

- | | |
|--------------------------------------|--|
| 1. 型别/Model: | C90GT |
| 2. 适航类别/Airworthiness Category: | 正常类航空器/Normal 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: | 2005.12.16/16 Dec 2005 |
| 5. CAAC 认可日期/CAAC Validated Date: | 2009.07.13/13 Jul 2009 |

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。

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

FAA审定基础//FAA certification basis

详见FAA型号合格证数据单3A20（版本81）中的C90GT型别的审定基础。/ Refer to FAA Type Certificate Data Sheet No.3A20 Revision 81.

中国民用航空局附加技术条件/CAAC Additional Technical Conditions

交付到中国的每一架C90GT飞机须满足下述附加技术条件：

Each of Model C90GT aircraft delivered to China shall meet the following Additional Technical Conditions:

- (1) 必须符合FAA颁布的所有适用的适航指令；

All applicable airworthiness directives (ADs) issued by the FAA shall be complied with.

- (2) 环保标准/Environmental Standards:

Noise: CCAR-36-R1, dated 15 April 2007

- (3) 依据CCAR21. 29 (5)，机上所有对旅客进行的提示、警告和通知的文字标记和标牌必须至少有中文表述。机上所有向旅客或者机外营救人员指示应急出口和门的位置以及开启方法的文字标记和标牌和乘客可能使用的机上所有应急设备的操作、使用说明必须至少有中文表述。

As per CCAR 21.29 (5), all literal markings and placards on an airplane used for advising, warning or notifying passengers must be at least in Chinese. All literal markings and placards on an airplane used for indicating passengers or outboard rescue personnel of the location of emergency exits and doors and their means of opening must be at least in Chinese, and all operation instructions of airplane emergency equipment that may be used by passengers must be at least in Chinese.

- (4) 燃油符合中国航空燃油3号喷气燃料 (GB-6537-2006) ;

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

- (5) 进口要求/Import Requirements:

为具备在中国运行的资格, 按本型号认可证制造的每架航空器必须具有一份出口适航证, 其上签注有出口国适航当局的审定声明 (用英文), 即: 本架航空器符合CAAC所批准的型号设计(VTC0162A)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 (VTC0162A) 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.

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

型号 C90GT, 空中国王,(正常类), 2005 年 12 月 16 日获 FAA 批准。

Model C90GT, King Air, (Normal Category), Approved December 16, 2005 by FAA.

发动机/Engines:

2 台 Pratt & Whitney Aircraft of Canada, Ltd.的 PT6A-135A(涡轮螺旋桨)

依据 Hawker Beechcraft 公司的规范 BS184061.

型号合格证号: E4EA (TCCA)

型号认可证号: VTC147E (R0)

2 Pratt & Whitney Aircraft of Canada, Ltd.
PT6A-135A(Turboprop)

Per Hawker Beechcraft Corporation Specification BS184061.

燃油/Fuel:	TC: E4EA (TCCA)
	VTC: VTC147E (R0)
	JP-4, JP-5(MIL-T-5624); JP-8(MIL-T-83133); Jet A, Jet A-1, 和 Jet B 符合 P&WC S.B. 1244 或 ASTM Spec D1655; 中国航空燃油 3 号喷气燃料.
	应急燃油见注 1
滑油 (发动机和减速器) / Oil (Engine and Gearbox):	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. 1244 or ASTM Spec D1655; and Chinese Jet Fuel No. 3.
	See NOTE1 for Emergency fuels.
	P&WC PT6 发动机 No. 1001 号服务通报列表中允许的滑油牌号。 P&WC PT6 Engine Service Bulletin No. 1001 list approved brand oils

发动机限制/Engine Limits:	轴马力 Shaft Horsepower	N1 燃气涡轮转速 N1 Gas Generator Speed	螺旋桨轴 转速 Prop Shaft Speed	最大许用涡轮间 温度℃ Max. Permissible Turbine Interstage Temp. (Deg. C)
起飞 (5 分钟) Takeoff (5 minutes)	550	101.5	1900*	805
最大连续 Max Continuous	550	101.5	1900*	805
启动瞬间 (2 秒) Start Transient (2 seconds)		102.6		1090
最大反桨 (1 分钟) Max Reverse (1 minute)	300	88.0	1825	805

*见注 2

在低高度及低环境温度下, 发动机起飞功率要比飞机审定时功率大。在这种条件下, 扭矩表上的扭矩限制不得超越。

See NOTE 2

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 limit shall not be exceeded.

滑油温度	-40°F	最低启动温度			
Oil temperature:		minimum starting			
	-40°F to 210°F	低慢车			
		low idle			
	50°F to 210°F	最大连续			
		max. continuous			
螺旋桨和螺旋桨限制	<u>具有反桨功能的四片桨叶螺旋桨（见注 3）</u>				
/Propeller and	两个 Hartzell 公司带 D8990SK 螺旋桨叶的 HC-E4N-3N 桨毂				
Propeller Limits:	依据 Hawker Beechcraft 公司的规范 BS186497.				
	直径: 90.00 in. (明义尺寸) 最小允许可修复至 89.00 in.				
	(不允许进一步减少)				
	在 30in 站位的桨距设置				
	飞行慢车止动点	(见注 9)			
	反桨	-10°±.5°			
	顺桨	85.8°±.5°			
	最小慢车速度	1100 RPM (见注 6)			
	型号合格证: P10NE (FAA)				
	型号认可证: VTC0203P (R5)				
	<u>Reversing Four Bladed Propeller (See Note 3)</u>				
	2 Hartzell HC-E4N-3N hubs with D8990SK blades per				
	Hawker Beechcraft Corporation Specification BS186497.				
	Diameter: 90.00 in. (Normal) Minimum allowable for repair 89.00 in.				
	(no further reduction permitted)				
	Pitch Settings at 30 in. Sta:				
	Flight Idle Stop	(See NOTE 9)			
	Reverse	-10°±.5°			
	Feather	85.8°±.5			
	Minimum idle speed	1100 RPM (See NOTE 6)			
	TC: P10NE (FAA)				
	VTC: VTC0203P (R5)				
空速限制 /Airspeed		<u>CAS</u>	<u>CAS</u>	<u>CAS</u>	
Limits:					
	最大使用速度	260mph	(226 knots)	226 knots	
	Maximum operating speed				
	机动速度	195mph	(169 knots)	169 knots	
	Maneuvering				
	襟翼放下速度（完全放下）	161mph	(140 knots)	148 knots	
	Flap extended speed (full down)				

	最大起落架操作速度 Maximum landing gear operating speed			
	放下 Extension	209mph	(182 knots)	182 knots
	收起 Retraction	189mph	(164 knots)	163 knots
	最大起落架放下速度 Maximum landing gear extended speed			
		209mph	(182 knots)	182 knots
重心范围（起落架放下） C.G. Range (Landing Gear Extended):	(+152.0) 至 (+160.0) 在 10,100lb (+144.7)至 (+160.0) 在 7850 lb 或更小 在给定的两点线性变化 由于起落架收起导致的力矩变化-3825in.-lb。 (+152.0) to (+160.0) at 10,100lb (+144.7) to (+160.0) at 7850 lb or less Straight line variation between points given Moment change due to retracting landing gear -3825in.-lb.			
空机重心范围 Empty Wt. C.G. Range:	无 None			
最大重量 / Maximum Weight:	机坪/Ramp	10,160lb.		
	起飞/Takeoff	10,100b.		
	着陆/Landing	9,600lb		
座位数 No. of Seats	最大 13 人（包括在+129 处的 2 个人）。对乘客就坐见装载说明。 Maximum 13 (including 2 at +129). See loading instructions for passenger loading.			
最大行李载重（结构限制） Maximum Baggage (Structural Limit)	350 lb.(+275) 350 lb.(+70)（行李及电子设备） 350 lb.(+275) 350 lb.(+70)(Baggage and Avionics)			
燃油容量 Fuel Capacity	油箱 <u>Tank</u>	容积 Gal <u>Cap Gal</u>	可用 Gal <u>Usable Gal</u>	力臂 <u>Arm</u>
	左右吊舱 L & R Nacelle	61 ea	61 ea	+131
	左右机翼 L & R Wing	131 ea	131 ea	+167

	不可用燃油数据见注 8。 See NOTE 8 for data on unusable fuel.				
滑油容量	共 18.4 qt. (+101)				
Oil Capacity	不可用滑油数据见注 8 18.4 qt. total (+101) See NOTE 8 for data on unusable oil.				
最大使用限制	30,000ft 压力高度。				
Max. Oper. Limit	30,000ft. pressure altitude.				
操纵面使用范围	襟翼/Wing flaps 最大 44 °				
Control Surface	/Maximum				
Movement	副翼调整片（只在左侧） /Aileron tab (left only)	上/Up	15 °	下/Down	15 °
	副翼/Aileron	上/Up	20 °	下/Down	20 °
	升降舵调整片/Elevator tab	上/Up	10 °	下/Down	21 °
	升降舵反伺服调整片 /Elevator tab anti-servo	上/Up	12 °	下/Down	8 °
	升降舵/Elevator	上/Up	25 °	下/Down	15 °
	方向舵调整片/Rudder tab	右/Right	30 °	左/Left	30 °
	方向舵/Rudder	右/Right	24 °	左/Left	19 °
适用的系列号	LJ-1727, LJ-1754, 从 LJ-1756 到 LJ-1846, 和从 LJ-1848 到 LJ-1852。见注 10				
Serial No's. Eligible	LJ-1727, LJ-1754, LJ-1756 thru LJ-1846, and LJ-1848 thru LJ-1852. See NOTE 10				

IV. 经批准的中文标记标牌/ The Approved Chinese Placards

以下资料中所包含的中文标记标牌的中文表述已由 CAAC 接受并由 FAA 批准：

The Chinese Placards involved in the following data have been accepted by CAAC and approved by

FAA:

序号 Code	标题 Title	编号 Number	版本 Rev.
1	Bilingual (Chinese) Placards and Markings	NO. 90-005130	Rev.2
		NO.002-380011	Rev. 5

第 4 部分/ SECTION 4: C90GTi

I. 总则/General

- | | |
|--------------------------------------|--|
| 1. 型别/Model: | C90GTi |
| 2. 适航类别/Airworthiness Category: | 正常类航空器/Normal 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: | 2007.12.13/13 Dec 2007 |
| 5. CAAC 认可日期/CAAC Validated Date: | 2009.07.13 /13 Jul 2009 |

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。

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

FAA审定基础//FAA certification basis

详见FAA型号合格证数据单3A20（版本81）中的C90GTi型别的审定基。/ Refer to FAA Type Certificate Data Sheet No.3A20 Revision 81.

中国民用航空局附加技术条件/CAAC Additional Technical Conditions

交付到中国的每一架C90GTi飞机须满足下述附加技术条件：

Each of Model C90GTi aircraft delivered to China shall meet the following Additional Technical Conditions:

- (1) 必须符合FAA颁布的所有适用的适航指令；

All applicable airworthiness directives (ADs) issued by the FAA shall be complied with.

- (2) 依据CCAR21. 29 (5)，机上所有对旅客进行的提示、警告和通知的文字标记和标牌必须至少有中文表述。机上所有向旅客或者机外营救人员指示应急出口和门的位置以及开启方法的文字标记和标牌和乘客可能使用的机上所有应急设备的操作、使用说明必须至少有中文表述。

As per CCAR 21.29 (5), all literal markings and placards on an airplane used for advising, warning or notifying passengers must be at least in Chinese. All literal markings and placards on an airplane used for indicating passengers or outboard rescue personnel of the location of emergency exits and doors and their means of opening must be at least in Chinese, and all operation instructions of airplane emergency equipment that may be used by passengers must be at least in Chinese.

- (3) 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)。

(4) 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(VTC0162A)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 (VTC0162A) and is in a condition for safe operation.

(5) 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.

(6) 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.

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

型号 C90GTi, 空中国王,(正常类), 2007 年 12 月 13 日获 FAA 批准。

Model C90GTi, King Air, (Normal Category), Approved December 13, 2007 by FAA.

发动机/Engines:	2 台 Pratt & Whitney Aircraft of Canada, Ltd.的 PT6A-135A(涡轮螺旋桨) 依据 Hawker Beechcraft 公司的规范 BS184061. 型号合格证号: E4EA (TCCA) 型号认可证号: VTC147E (R0) 2 Pratt & Whitney Aircraft of Canada, Ltd. PT6A-135A(Turboprop) Per Hawker Beechcraft Corporation Specification BS184061. TC: E4EA (TCCA) VTC: VTC147E (R0)
燃油/Fuel:	JP-4, JP-5(MIL-T-5624); JP-8(MIL-T-83133); Jet A, Jet A-1, 和

Jet B 符合 P&WC S.B. 1244 或 ASTM Spec D1655; 中国航空燃油 3 号喷气燃料.

应急燃油见注 1

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. 1244 or ASTM Spec D1655; and Chinese Jet Fuel No. 3.

See NOTE1 for Emergency fuels.

滑油 (发动机和减速器) /

Oil (Engine and Gearbox):

P&WC PT6 发动机 No. 1001 号服务通报列表中允许的滑油牌号。

P&WC PT6 Engine Service Bulletin No. 1001 list approved brand oils

发动机限制/Engine Limits:	轴马力 Shaft Horsepower	N1 燃气涡轮转速 N1 Gas Generator Speed	螺旋桨轴 转速 Prop Shaft Speed	最大许用涡轮间 温度℃ Max. Permissible Turbine Interstage Temp. (Deg. C)
起飞 (5 分钟) Takeoff (5 minutes)	550	101.5	1900*	805
最大连续 Max Continuous	550	101.5	1900*	805
启动瞬间 (2 秒) Start Transient (2 seconds)		102.6		1090
最大反桨 (1 分钟) Max Reverse (1 minute)	300	88.0	1825	805

*见注 2

在低高度及低环境温度下, 发动机起飞功率要比飞机审定时功率大。在这种条件下, 扭矩表上的扭矩限制不得超越。

See NOTE 2

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 limit shall not be exceeded.

滑油温度 Oil temperature:	-40°F	最低启动温度 minimum starting
	-40°F to 210°F	低慢车 low idle
	50°F to 210°F	最大连续

max. continuous

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

具有反桨功能的四片桨叶螺旋桨（见注 3）

两个 Hartzell 公司带 D8990SK 螺旋桨叶的 HC-E4N-3N 桨毂
依据 Hawker Beechcraft 公司的规范 BS186497.
直径: 90.00 in. (明义尺寸) 最小允许可修复至 89.00 in.
(不允许进一步减少)
在 30in 站位的桨距设置
飞行慢车止动点 (见注 9)
反桨 $-10^{\circ} \pm 5^{\circ}$
顺桨 $85.8^{\circ} \pm 5^{\circ}$
最小慢车速度 1100 RPM (见注 6)
型号合格证: P10NE (FAA)
型号认可证: VTC0203P (R5)

Reversing Four Bladed Propeller (See Note 3)

2 Hartzell HC-E4N-3N hubs with D8990SK blades per
Hawker Beechcraft Corporation Specification BS186497.
Diameter: 90.00 in. (Normal) Minimum allowable for repair 89.00 in.
(no further reduction permitted)
Pitch Settings at 30 in. Sta:
Flight Idle Stop (See NOTE 9)
Reverse $-10^{\circ} \pm 5^{\circ}$
Feather $85.8^{\circ} \pm 5^{\circ}$
Minimum idle speed 1100 RPM (See NOTE 6)
TC: P10NE (FAA)
VTC: VTC0203P (R5)

空速限制 /Airspeed Limits:	<u>CAS</u>	<u>CAS</u>	<u>CAS</u>
最大使用速度 Maximum operating speed	260mph	(226 knots)	226 knots
机动速度 Maneuvering	195mph	(169 knots)	169 knots
襟翼放下速度（完全放下） Flap extended speed (full down)	161mph	(140 knots)	148 knots
最大起落架操作速度 Maximum landing gear operating speed			

	放下	209mph	(182 knots)	182 knots
	Extension			
	收起	189mph	(164 knots)	163 knots
	Retraction			
	最大起落架放下速度			
	Maximum landing gear extended speed	209mph	(182 knots)	182 knots
重心范围（起落架放下）	(+152.0) 至 (+160.0) 在 10,100lb			
C.G. Range (Landing Gear Extended):	(+144.7)至 (+160.0) 在 7850 lb 或更小			
	在给定的两点线性变化			
	由于起落架收起导致的力矩变化-3825in.-lb。			
	(+152.0) to (+160.0) at 10,100lb			
	(+144.7) to (+160.0) at 7850 lb or less			
	Straight line variation between points given			
	Moment change due to retracting landing gear -3825in.-lb.			
空机重心范围	无			
Empty Wt. C.G. Range:	None			
最大重量/ Maximum Weight:	机坪/Ramp	10,160lb.		
	起飞/Takeoff	10,100b.		
	着陆/Landing	9,600lb		
座位数	最大 13 人（包括在+129 处的 2 个人）。对乘客就坐见装载说明。			
No. of Seats	Maximum 13 (including 2 at +129). See loading instructions for passenger loading.			
最大行李载重（结构限制）	350 lb.(+275)			
Maximum Baggage (Structural Limit)	350 lb.(+70)（行李及电子设备）			
	350 lb.(+275)			
	350 lb.(+70) (Baggage and Avionics)			
燃油容量	油箱	容积 Gal	可用 Gal	力臂
Fuel Capacity	<u>Tank</u>	<u>Cap Gal</u>	<u>Usable Gal</u>	<u>Arm</u>
	左右吊舱			
	L & R Nacelle	61 ea	61 ea	+131
	左右机翼			
	L & R Wing	131 ea	131 ea	+167

See NOTE 8 for data on unusable fuel.

共 18.4 qt. (+101)

不可用滑油数据见注 8

18.4 qt. total (+101)

See NOTE 8 for data on unusable oil.

30,000ft 压力高度。

30,000ft. pressure altitude.

襟翼/Wing flaps	最大 /Maximum	44 °
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副翼调整片(只在左侧)	上/Up	15 °	下/Down	15 °
/Aileron tab (left only)				

副翼/Aileron	上/Up	20°	下/Down	20°
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升降舵调整片 上/Up 10 ° 下/Down 21 °
/Elevator tab

升降舵反伺服调整片					
/Elevator	tab	上/Up	12 °	下/Down	8 °
anti-servo					

升降舵/Elevator 上/Up 25 ° 下/Down 15 °

方向舵调整片/Rudder tab	右/Right	30 °	左/Left	30 °
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方向舵/Rudder	右/Right	24 °	左/Left	19 °
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LJ-1847, LJ-1853 及以后。

LJ-1847, LJ-1853 and after.

IV. 经批准的中文标记标牌/ The Approved Chinese Placards

The Chinese Placards involved in the following data have been accepted by CAAC and approved by

序号 Code	标题 Title	编号 Number	版本 Rev.
1	Bilingual (Chinese) Placards and Markings	NO. 90-005130	Rev.2
		NO.002-380011	Rev. 5

第 5 部分/ SECTION 5: 所有型别相关的数据/

DATA PERTINENT TO ALL MODELS

I. 生产基础/ Production Basis

生产许可证 No.8, 授权委任制造人 DOA-230339-CE 根据 FAR 21 部有关委任单位的规定颁发适航证。

系列号 LJ-2125 到 LJ-2133:

在 Beechcraft Corporation 和 Textron Aviation, Inc.允许下, 根据 Textron Aviation, Inc 的生产许可证 No. 4 制造,

系列号 LJ-2134 和以后的:

根据 Textron Aviation, Inc 的生产许可证 No. 4 制造.

ODA No. ODA-100129-CE 被授权按照 FAA 14 CFR21 部和 183 部规定进行适航审查.

Production Certificate No.8. Delegation Option Manufacture No.DOA-230339-CE authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.

Serial Numbers LJ-2125 through LJ-2133:

Manufactured under Production Certificate No.4 by Textron Aviation, Inc., under license agreement between Beechcraft Corporation and Textron Aviation, Inc.

Serial Numbers LJ-2134 and after:

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

Organization Delegation Authorization No.ODA-100129-CE is authorized to issue airworthiness certificates under the provisions of 14 CFR Part 21 and Part 183 of the Federal Aviation Regulations.

II. 基准/ Datum

在机翼主（前）梁中心线前方 160 英寸处。

Located 160 in. forward of wing main (forward) spar centerline.

III. 调平方法/ Leveling Means

机身左侧登机门前方或后方的两个外部螺钉。

2 external screws on left side of fuselage forward or aft of entrance door.

IV. 设备/ Equipment

按适航规章（见合格审定基础）中所规定的基本设备必须安装在型号合格审定的飞机上，另外附加以下列表设备。

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、如果依据 Beech 图纸 50-369100 和 50-361100 安装除冰设施的飞机，将安装 Safe Flight Corp., 的 P/N 168-2 或 P/N 168-3 的失速警告指示器。

1、Pre-stall warning indicator, Safe Flight Corp., P/N 168-2 or P/N 168-3, to be used if deicing equipment is installed per Beech Dwg. 50-369100 and 50-361100.

2、C90 型安装了 Safe Flight Instrument Corp., 的 P/N 795-1 失速警告指示器。C90A 和 C90GT, C90GTi 型安装了 Safe Flight Instrument Corp., 的 P/N 795-13 失速警告指示器。

2、Pre-stall warning indicator, Safe Flight Instrument Corp., P/N 795-1 for Model C90, P/N 795-13 for Models C90A, C90GT, C90GTi.

3、FAA 认可的飞行手册和飞行员操作手册

3、FAA Approved Airplane Flight Manual or Pilot's Operating Handbook

Model C90A	P/N 90-590024-5	系列号从 LJ-1063 到 LJ-1137 和 LJ-1146 S/N LJ-1063 thru LJ-1137 and LJ-1146
Model C90A	P/N 90-590024-23	系列号从 LJ-1138 到 LJ-1145, 从 LJ-1147 到 LJ-1287, LJ-1289 到 LJ-1294, 从 LJ-1296 到 LJ-1299 S/N LJ-1138 thru LJ-1145, LJ-1147 thru LJ-1287, LJ-1289 thru LJ-1294, LJ-1296 thru LJ-1299
Model C90A	P/N 90-590024-35	系列号 LJ-1288, LJ-1295, LJ-1302, 系列号 LJ-1303, 从 LJ-1305 到 LJ-1308, LJ-1311, LJ-1312, 从 LJ-1314 到 LJ-1316, LJ-1318, 从 LJ-1320 到 LJ-1352 S/N LJ-1288, LJ-1295, LJ-1302, S/N LJ-1303, LJ-1305 thru LJ-1308, LJ-1311, LJ-1312, LJ-1314 thru LJ-1316, LJ-1318, LJ-1320 thru LJ-1352
Model C90A	P/N 90-590024-43	系列号 LJ-1300, LJ-1301, LJ-1304, LJ-1309, LJ-1310, LJ-1313, LJ-1317 和 LJ-1319 S/N LJ-1300, LJ-1301, LJ-1304, LJ-1309, LJ-1310, LJ-1313, LJ-1317 and LJ-1319
Model C90A	P/N 90-590024-61	系列号 LJ-1367, LJ-1373, LJ-1377, LJ-1384, LJ-1386, LJ-1389, LJ-1394 和 LJ-1397, LJ-1403, LJ-1411, LJ-1425, LJ-1431 和 LJ-1435 S/N LJ-1367, LJ-1373, LJ-1377, LJ-1384, LJ-1386, LJ-1389, LJ-1394 and LJ-1397, LJ-1403, LJ-1411, LJ-1425, LJ-1431 and LJ-1435
Model C90A	P/N 90-590024-69	系列号从 LJ-1353 到 LJ-1726, 从 LJ-1728 到 LJ-1753 和 LJ-1755, 除了 61 手册系列号。 S/N LJ-1353 through LJ-1726, LJ-1728 through LJ-1753 and LJ-1755, except-61 manual serial.
Model C90GT	P/N 90-590024-111	系列号 LJ-1727, LJ-1754, 从 LJ-1756 到 LJ-1846 和从 LJ-1848 到 LJ-1852。 S/N LJ-1727, LJ-1754, LJ-1756 thru LJ-1846 and

Model C90GTi	P/N	LJ-1848 thru LJ-1852.
		系 列 号 LJ-1847, LJ-1853 到 LJ-1963, LJ-1965
		LJ-1967,LJ-1969 到 LJ-1971 和 LJ-1973 到 LJ-1976.
Model C90GTi	P/N	S/N LJ-1847, LJ-1853 thru LJ-1963, LJ-1965, LJ-1967, LJ-1969 thru LJ-1971 and LJ-1973 thru LJ-1976.
		系列号 LJ-1964, LJ-1966, LJ-1968, LJ-1972, LJ-1977 到
		LJ-2128.
Model C90GTi	P/N	S/N LJ-1964, LJ-1966, LJ-1968, LJ-1972, LJ-1977 thru LJ-2128.
		系列号 LJ-2129 和以后的.
		434-590171-0003 S/N LJ-2129 and after.

在已知结冰条件下飞行的设备要求请参考 FAA 批准的飞行手册和飞行员操作手册。

Refer to the Limitations Section of the FAA Approved Airplane Flight Manual or Pilot's Operating Handbook for equipment requirements for flight into known icing conditions.

V. CAAC 批准的型号设计定义文件/ CAAC Approved Type Design Definition (applicant) document

- C90A AIRCRAFT GENERAL ASSY-MODEL C90A DWG NO. 90-000007
- C90GT AIRCRAFT GENERAL ASSY-MODEL C90GT DWG NO. 90-000008
- C90GTi AIRCRAFT GENERAL ASSY-MODEL C90GTi DWG NO. 90-000009

VI. 注释/ Notes

注释/ Note 1:

应急状态下可使用 MIL-G-5572

在 65-90, 65-A90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, B90, C90, C90A, C90GT, E90, H90 (T-44A)和 C90GTi 型号使用 80/87, 91/98, 100/130 和 115/145 等级燃油时, 在每个大修间隔不超过 150 小时. 在更换燃油型号时, 无需对系统中的剩余燃油进行清洗。

Emergency use of MIL-G-5572

Grades 80/87, 91/98, 100/130 and 115/145 are permitted on Models 65-90, 65-A90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, B90, C90, C90A, C90GT, E90, H90 (T-44A) and C90GTi for a total time period not to exceed 150 hours during any overhaul period. It is not necessary to purge the unused fuel from the system when switching fuel types.

注释/ Note 2:

对于 C90GT 和 C90GTi, 其最大螺旋桨轴超转限制是 110% (2090rpm)。1900rpm 定义为 100%螺旋桨转速, 该转速是稳定的工作转速限制。对燃气涡轮, 102.6%只允许 2 秒钟, 101.5%针对适用的环境温度和其他限制, 无限制时间。100%对应的燃气涡轮转速为 37,500rpm。

The maximum propeller shaft overspeed limit for the Model C90GT and C90GTi is 110 percent (2090rpm). 100 percent propeller shaft speed is defined as 1900rpm and is the normal steady state operating limit. Gas generator speeds up to 102.6 percent are permissible for 2

second and to 101.5 percent for unlimited periods subject to applicable temperature and other limits. 100 percent gas generator speed is defined as 37,500rpm.

注释/ Note 3:

依据型号，在列表中的反桨将毂与螺旋桨的搭配是可接受的。在同一将毂上混用不同的螺旋桨件是允许的。

By model, any combination of reversing hub and blade part numbers listed is acceptable. It is permissible to mix blade part numbers on the same hub.

注释/ Note 4:

在螺旋桨转速 2000rpm 时的飞行慢车指示扭矩应修正为海平面标准日 600 ± 60 英尺磅。当装有辅助飞行慢车止动位，辅助飞行慢车止动位应比飞行慢车位的螺旋桨转速高 210 ± 40 rpm，此时燃气发生器速度为 70%。

Flight idle at 2000 propeller rpm shall be an indicated 600 ± 60 ft. -lb. torque corrected for sea level standard day. Secondary flight idle stop when installed shall be 210 ± 40 propeller rpm higher than flight idle stop with a gas generator speed of 70%.

注释/ Note 5:

飞行慢车螺旋桨低桨距止动器设置为使得在 2000rpm 时发动机扭矩为 608 ± 40 英尺磅。扭矩修正到海平面标准日状况。地面慢车低桨距止动位设置为使得在 58%到 60% N1，螺旋桨转速不少于 1100 rpm。

Flight idle propeller low pitch stop is set so that at 2000 rpm the engine torque is 608 ± 40 ft. lb. Torque corrected to sea level standard day conditions. Ground idle low pitch stop is set so that at 58% to 60% N1, prop rpm is not less than 1100 rpm.

注释/ Note 6:

在飞行手册和维护手册，对螺旋桨操作提到以下警告：

“地面，在受限制的转速范围长时间工作，将对螺旋桨产生高的螺旋桨载荷，对螺旋桨产生疲劳损伤。这种损伤将降低螺旋桨的疲劳寿命，并产生螺旋桨故障，并使飞机失去控制。”

The following Warning concerning propeller operation is in both the AFM and Maintenance Manual:

“Stabilized ground operation within the propeller restricted RPM range can generate high propeller stresses and result in fatigue damage to the propeller. This damage can lead to a reduced propeller fatigue life, propeller, propeller failure and loss of control of the aircraft”.

注释/ Note 7:

合并了图纸更改单 MOD005147-1 的 C90A 型飞机，他的最大停机坪重量是 10,059 lbs.，最大起飞重量 9,999 lbs.，最大着陆重量 9,600 lbs. 在飞行手册和飞行员操作手册中图纸更改单 MOD005147-1 要求加上补充页 PN 90-590024-81 和一个重量使用限制卡 MOD005147-3，符合上述要求的飞机系列号是从 LJ-1469 到 LJ-1726，从 LJ-1728 到 LJ-1753，和 LJ-1755。

Model C90A Airplane which incorporate MOD Drawing MOD005147-1 are limited to a maximum ramp weight of 10,059 lbs., a maximum takeoff weight of 9,999 lbs., and a maximum landing weight of 9,600 lbs. MOD Drawing MOD005147-1 requires an AFM and POH supplement PN 90-590024-81 and an operating weight limitation placard, MOD005147-3. Eligible Serial Numbers are LJ-1469 through LJ-1726, LJ-1728 through LJ-1753, and LJ-1755.

注释/ Note 8:

在审定之初，在每架飞机上必须提供：当前重量和平衡数据；载重信息：包括在空机重量中的设备清单。

型号认可的空机重量必须包含不可用燃油和不可用（无法放掉的）滑油。

基本空机重量必须包含不可用燃油和发动机滑油（包括滑油量和无法放掉的燃油，如果适用的话）如以下列表。

对于 65-B80(LD-468 以上)型号是 96 lbs.燃油 (+168 in.)和 81 lbs.滑油(+131 in.)，对于 C90, C90A, C90GT, H90(T-44A)和 C90GTi. 是 24 lbs.燃油(+140 in.) 56 lbs.的滑油(+101 in.)，对于 E90 型号是 40 lbs.燃油(+140 in.) 和 56 lbs.滑油(+101 in.)。

At the time of original certification, the following must be provided for each aircraft: current weight and balance data; loading information; list of equipment included in the empty weight.

The Certification Empty Weight must include unusable fuel and unusable (undrainable) oil as show below:

The Basic Empty Weight must include unusable fuel and engine oil (include capacity oil and undrainable, where applicable) as shown below:

Fuel 96 lbs. (+168 in.) and oil 81 lbs. (+131 in.) for Model 65-B80 (LD-468 and up). Fuel 24 lbs. (+140 in.) and oil 56 lbs. (+101 in.) for Model C90, C90A, C90GT, H90 (T-44A) and C90GTi. Fuel 40 lbs. (+140 in.) and oil 56 lbs. (+101 in.) for Model E90.

注释/ Note 9:

飞行慢车螺旋桨低桨矩止动点设置在 1800rpm，发动机扭矩设置在海平面标准条件的 545-0/+40ft.lb.

Flight idle propeller low pitch stop is set so that at 1800rpm the engine torque is 545 -0/+40 ft. lb. torque corrected to sea level standard day conditions.

注释/ Note 10:

公司更名的有效期是从 1996 年 4 月 15 日。在 Raytheon Aircraft Company 名字下生产的 C90A 和 G90GT:系列号是从 LJ-1437 到 LJ-1826。

Company name change effective April 15, 1996. The following Serial Numbers are manufactured under the name of Raytheon Aircraft Company: C90A and G90GT: LJ-1437 through LJ-1826.

注释/ Note 11:

公司更名的有效期是 2007 年 3 月 26 日。下面系列号是在 Hawker Beechcraft Corporation 名

下生产: LJ-1827 到 LJ-2069.

Company name change effective 3-26-07. The following serial numbers are manufactured under the name of Hawker Beechcraft Corporation: LJ-1827 through LJ-2069.

注释/ Note 12:

C90A 和 C90GT 飞机服役时间为 13500 小时, 但只要飞机是按照飞机维修手册的第五章和适航限制手册 90-590024-187 中要求的时间间隔进行维修和检查, 其机身寿命可以是无限的。

C90A 和 C90GT, 系列号 LJ-1086, LJ-1088 及其后飞机, 其前上翼、上翼和后下翼连接螺栓和螺母的强制更换时间为 15 年或 15000 小时, 以先到者为准; 前下翼连接螺栓和螺母的强制更换时间为 5 年或更换螺栓的任何时间, 不必考虑服役时间; 随后更换时间如同注释中所述初次更换间隔时间。

C90GTi, 系列号 LJ-1847, LJ-1853 及其后飞机, 其前上翼、上翼和后下翼连接螺栓和螺母的强制更换时间为 15 年或 15000 小时, 以先到者为准; 前下翼连接螺栓和螺母的强制更换时间为 5 年或更换螺栓的任何时间, 不必考虑服役时间; 随后更换时间如同注释中所述初次更换间隔时间。

For the Model C90A and C90GT, the retirement limit is 13,500 hours time in service. However, the Fuselage Life may be unlimited if the airplane is maintained and inspected at the required intervals in both Chapter 5 of the Airplane's Maintenance Manual and Airworthiness Limitations Manual 90-590024-187.

Mandatory replacement time for Model C90A and C90GT; serials LJ-1086, LJ-1088 and after for upper forward and upper and lower aft wing attach bolt and nut is 15 years or 15,000 hours whichever occurs first; for lower forward wing attach bolts and nuts is five years or anytime the bolt is removed regardless of time in service; subsequent replacement times are the same as initial intervals as noted.

Mandatory replacement time for Model C90GTi; serials LJ-1847, LJ-1853 and after for upper forward and upper and lower aft wing attach bolt and nut is 15 years or 15,000 hours whichever occurs first; for lower forward wing attach bolts and nuts is five years or anytime the bolt is removed regardless of time in service; subsequent replacement times are the same as initial intervals as noted.

注释/ Note 13:

如果按要求安装了可以运行的设备, C90A、C90GT 和 C90GTi 可以在已知结冰条件下飞行。

C90A, C90GT and C90GTi are eligible for flight into known icing conditions when the required equipment is installed and operational.

注释/ Note 14:

公司更名生效日期是 2013 年 4 月 12 日, 下面系列号是在 Hawker Beechcraft Corporation 名下生产的: C90GTi: LJ-2070 到 LJ-2124.

Company name change effective 4-12-13. The following serial numbers are manufactured under the name of Beechcraft Corporation: C90GTi: LJ-2070 through LJ-2124.

注释/ Note 15:

公司更名生效日期是 2016 年 10 月 12 日，下面系列号是在 Textron Aviation Inc.名下生产的:
C90GTi: LJ-2134 和以后的.

Company name change effective 10-12-16. The following serial numbers are manufactured under the name Textron Aviation Inc: C90GTi: LJ-2134 and after.

注释/ Note 16:

Rockwell Collins Pro Line Fusion®必须与 STC SA10747SC 配套安装。

STC SA10747SC must be installed with the Rockwell Collins Pro Line Fusion® installation.

注释/ Note 17:

GPS-4000S 的安装内容包含在 Rockwell Collins STC SA01848WI 中，该 STC 包括多核处理器的使用和 GPS-4000S 接收器的升级。

Installation of GPS-4000S due to in-draw of Rockwell Collins STC SA01848WI, which addressed the use of a multi-core processor and upgrading of the GPS-4000S receiver.