

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

编号/No.: VTC0195A

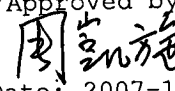
修订/Rev.: 0

型号/Type: AT402A

AT402B

AT502B

批准人/Approved by


日期/Date: 2007-10-30

型号认可证数据单编号: VTC0195A
Validation Type Certificate Data Sheet No. VTC0195A

本数据单, 作为型号认可证编号: VTC0195A 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. VTC0195A 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.A17SW、数据单第 11 版, 批准日期: 2007 年 09 月 10 日, 其中

AT402A (限用类): 1989 年 11 月 15 日 FAA 批准

AT402B (限用类): 1994 年 10 月 05 日 FAA 批准

AT502B (限用类): 1992 年 12 月 8 日 FAA 批准

CAAC 型号认可证 VTC0195A 颁发日期: 2007 年 10 月 30 日。

Type Certificate No.A17SW, Data Sheet Revision 11, Approved by FAA on September 10, 2007

Model AT402A(Restricted Category): Approved by FAA on November 15, 1989

Model AT402B(Restricted Category): Approved by FAA on October 05, 1994

Model AT502B(Restricted Category): Approved by FAA on December 8, 1992

CAAC Validated Type Certificate Data sheet No. VTC0195A, date of issue: 10 30, 2007.

型号合格证持有人:

空中拖拉机公司
美国德克萨斯州奥尼市, 邮政信箱76374号
邮政编码: 76374

Type Certificate Holder:

Air Tractor, Inc.
Olney, Texas 76374
USA

I - AT402A 单座封闭座舱陆上单翼飞机(限用类)

I - Model AT-402A 1 PCLM (Restricted Category)

发动机 普惠公司 PT6A-11AG

注: 安装在 AT-402A 上的 PT6A-11AG 发动机纳入了普惠公司的规范 BS 943 要求。.

Engine Pratt & Whitney PT6A-11AG

Note: The BS 943 of Pratt & Whitney is incorporated in the PT6A-11AG engine installed on AT-402A.

燃油 3 号喷气燃油(GB 6537-94)以及根据加拿大普惠公司规范 CPW46、PWA522 规定的燃油或者汽车柴油

Fuel No. 3 Jet fuel (GB 6537-94) and Per Specifications CPW 46, PWA 522, or Automotive diesel fuels.

滑油 根据规范 CPW 202 或 PWA 521

Oil Per Specifications CPW 202 or PWA 521.

发动机限制

Engine Limits

			最大 Maximum	37500=100% 燃气发生器(Ng) Gas Gen (Ng)		螺旋桨转 速 Prop	注释(7) Note (7) 滑油 Oil	注释(8) Note (8)
工作状态 Operating Condition	轴马力 SHP	扭矩 Torque 英尺-磅 Ft-Lb	涡轮间温 度 ITT°C	转速 RPM	%	转速 RPM (Np)	压力 Press PSI	滑油温度 Oil Temp (°C)
起飞 Take-off	550	1315	700	38,100	101.5	2,200	80 - 100	10 - 99
最大连续 Max Cont.	550	1315	700	38,100	101.5	2,200	80 - 100	10 - 99
高慢 Hi Idle				25,875	68-70		80 - 100	0 - 99
低慢 Lo Idle (RUN)			660	19,500	51-53		40 最低 40 min.	-40 - 99
起动 Starting			1090					-40 最低 -40 min.
加速 Acceleration		1500	825	38,500	102.6	2,420	80 - 100	0 - 99
最大反推 Max. Reverse	500	1315	700	38,100	101.5	2,112	80 - 110	0 - 99

螺旋桨及其限制 哈泽公司 HC-B3TN-3D/T10282 + 4 或 HC-B3TN-3D/T10282N + 4 或 HC-B3TN-3D/T10282NS + 4
最大直径 106 英寸、最小直径 102 英寸

在 30 英寸站位处, 顺桨桨距: 86°-88°、低桨距: 18°, 反桨距: -8.0°

Propeller & Propeller Hartzell HC-B3TN-3D/T10282 + 4 or HC-B3TN-3D/T10282N + 4 or HC-B3TN-3D/T10282NS + 4
Limits Max dia. 106 inch Min dia. 102 inch

Pitch settings feather 86° - 88°, low 18°, reverse -8.0° at 30 inch station.

空速限制 V_{NE} (不可超越速度) 140 英里/小时 (122 节)(校正空速) V_A (机动速度) 140 英里/小时 (122 节)V_{NO} (最大结构巡航速度) 140 英里/小时 (122 节)V_{FE} (襟翼展态速度) 115 英里/小时 (100 节)关于 V_{NE}, 见注释 4.Airspeed V_{NE} (Never Exceed) 140 mph (122 knots)Limits V_A (Maneuvering) 140 mph (122 knots)(CAS) V_{NO} (Max. structural cruise) 140 mph (122 knots)V_{FE} (Flap extended) 115 mph (100 knots)See NOTE 4 regarding V_{NE} speed.

重心范围	在 7,000 磅时, (+17.5) 至 (+24.0) 在不大于 6,400 磅时, (+17.5) 至 (+28.0) 在 7000 磅和 6400 磅之间重心直线变化		
C.G. Range	(+17.5) to (+24.0) at 7,000 pounds (+17.5) to (+28.0) at 6,400 pounds and below Straight line variation between points.		
最大重量 Max Weight	7000 磅 7000 pounds		
座位数 No. of Seats	1(+74.0) 当依据图纸 11524 选装装载员座椅时, 另 1 个机组座椅(+110.0) 1 (+74.0) 1 crew (+110.0) when optional loader seat is installed in accordance with Dwg. 11524.		
最大料箱载重 Max Hopper Load	3250 磅 3,250 lbs.		
燃油容量	126 加仑(+33) (120 加仑可用燃油容量,每个机翼燃油箱的总容量为 63.0 加仑) 216 加仑-选装 (可用燃油 210 加仑) 170 加仑-选装 (可用燃油 164 加仑) 234 加仑-选装 (可用燃油 228 加仑)		
Fuel Capacity	126 gal. (+33.0) (120 gal. usable capacity, one 63.0 gal. tank in each wing.) 216 gallons optional (210 gallons usable) 170 gallons optional (164 gallons usable) 234 gallons optional (228 gallons usable)		
滑油容量 Oil Capacity	2.3 加仑(可用滑油 1.5 加仑) 2.3 gals. (1.5 gals. usable)		
操纵面位移 (后缘)	升降舵	向上 $28^{\circ} \pm 1^{\circ}$	向下 $18^{\circ} \pm 1^{\circ}$
	升降舵配平片	向上 $11^{\circ} \pm 1.5^{\circ}$	向下 $10^{\circ} \pm 1.5^{\circ}$
	方向舵	向左 $21^{\circ} \pm 1^{\circ}$	向右 $21^{\circ} \pm 1^{\circ}$
	副翼	向上 $20^{\circ} \pm 1^{\circ}$	向下 $14^{\circ} \pm 1^{\circ}$
	襟翼	---	向下 $20^{\circ} \pm 1.5^{\circ}$
	在襟翼完全放下后, 副翼对称下垂 $10^{\circ} \pm 1$		
Control Surface Movements	Elevator	Up $28^{\circ} \pm 1^{\circ}$	Down $18^{\circ} \pm 1^{\circ}$
	Elevator tab	Up $11^{\circ} \pm 1.5^{\circ}$	Down $10^{\circ} \pm 1.5^{\circ}$
	Rudder	Left $21^{\circ} \pm 1^{\circ}$	Right $21^{\circ} \pm 1^{\circ}$
	Aileron	Up $20^{\circ} \pm 1^{\circ}$	Down $14^{\circ} \pm 1^{\circ}$
	Flaps	---	Down $20^{\circ} \pm 1.5^{\circ}$
	Aileron droop with full flap $10^{\circ} \pm 1^{\circ}$		
序列号 Serial Nos. Eligible	402A-1015, 402A-1021 及其之后的 402A-1015, 402A-1021 and subsequent.		
设备	在适用适航规章规定的基本必需的设备必须在审定飞机上。此外, 下列设备也是必需的: a. 失速警告系统(图纸 50130) b. 24 伏电气系统 c. 侧滑指示器		
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in the aircraft for certification. In addition, the following equipment is required: a. Operative pre-stall warning system (Dwg. 50130)		

	b. 24 volt electrical system. c. Slip indicator.
农业喷撒设备	下列农用喷撒设备可以安装: 不装或安装任何下列设备: a. 播撒器(图纸 80020) b. 标准喷洒系统(图纸 80038) c. Micronair 喷洒系统(图纸 80039) d. 料箱冲洗箱(图纸 80939)
Agricultural Dispersal Equipment	The following agricultural dispersal equipment may be installed: None, or any of the following: a. Dust spreader (Dwg. 80020) b. Standard spray system (Dwg. 80038) c. Micronair spray system (Dwg. 80039) d. Hopper rinse tank (Dwg. 80939)
选装设备	灭火剂释放舱门和通风装置 (图纸 80343) 驾驶舱加热器 (图纸 51026) 发动机驱动的空调(图纸 60906) 3 块式风挡(图纸 11464) 风挡冲洗器 (图纸 80216) 风挡雨刷 (图纸 60177) 航电 (图纸 60616) 夜间工作灯 (图纸 60038) 自动旗手 (图纸 80038) 发烟器(图纸 80610) 姿态陀螺 (图纸 50950) 转弯仪 (图纸 50950) 通信电台或导航/ 通信电台 (图纸 60616) 燃油流量表 (图纸 60585) 装载员座椅 (图纸 11524) 收发机 (图纸 60434 或 61157) Crophawk 流量表 (图纸 80038) 自动定位装置(ADF) (图纸 60616) 燃油控制装置超控系统(图纸 70640) Garmin/Apollo SL40 通信电台(图纸 61339)
Optional Equipment	Fire bomber gate and vent installation (Dwg. 80343) Cockpit heater (Dwg. 51026) Engine driven air conditioner(Dwg. 60906) 3-Piece Windshield (Dwg. 11464) Windshield washer (Dwg. 80216) Windshield wiper (Dwg. 60177) Avionics (Dwg. 60616) Night working lights (Dwg. 60038) Automatic Flagman (Dwg. 80038) Smoker (Dwg. 80610) Attitude Gyro (Dwg. 50950) Turn Coordinator (Dwg. 50950) COM radio or NAV/COM radio (Dwg. 60616) Fuel Flowmeter (Dwg. 60585) Loader Seat (Dwg. 11524) Transponder (Dwg. 60434 or 61157) Crophawk Flowmeter (Dwg. 80038) ADF (Dwg. 60616) FCU Override System (Dwg. 70640) Garmin/Apollo SL40 COM radio (Dwg. 61339)
基准	机翼前缘

Datum	Wing leading edge.
水平测量措施 Leveling Means	左起落架与机身侧面蒙皮相交的顶面 Top of L/H landing gear leg at intersection fuselage side skin.
行李 Baggage	1 个行李舱(在+94.0), 最大载重 60 磅 One baggage compartment at (+94.0). Max capacity 60 lbs.
生产依据 Production Basis	生产许可证编号: 2SW PC No. 2SW.
注释 1	FAA 于 1997 年 6 月 5 日批准的飞行手册或 FAA 之后批准的修订版是必需的。在初始单机审定时, 必要时必须为每架飞机提供包括了设备清单(在审定的空机重量中包含了这些设备)的当前重量和平衡报告和装载指南。空机重量及其相应重心位置必须包括了下列不可用燃油量: 39 磅(在+33);
NOTE 1	FAA approved Airplane Flight Manual dated June 5, 1997, or later FAA approved revision is required. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each aircraft at the time of original certification. The empty weight and corresponding center of gravity location must include the following unusable fuel: 39 lbs. at (+33.0);
注释 2	下列关于飞行和使用限制的信息必须在标牌上显示: (a) 在所有驾驶舱门上: 限用类 应急出口 开 (b) 飞机蒙皮表面: (1) 在燃油口盖旁: 63*美加仑 JET A 燃油。燃油箱是内部连通的。使得在燃油箱加满之前有足够的时间实现两侧油箱燃油水平均等。不得使用芳烃燃油; (2) 在滑油口盖旁: 滑油箱容量 9.0 夸脱; (3) 在静压孔旁: 空气静压-保持洁净; (4) 在左起落架与机身侧面蒙皮顶部: 水平测量点; (5) 在行李舱门上: 最大行李重量 60 磅; 警告: 不锁住行李舱门会损坏该舱门和机身蒙皮, 并导致飞机机动困难**。 ** 仅在安装铰链门的飞机的行李舱门上边缘上安装警告标牌。 *当选装 108 加仑燃油箱时, 由 "108" 替代; 当选装 85 加仑燃油箱时, 由 "85" 替代。 (c) 完全在驾驶员视野内: (1) 该飞机必须以限用类并按照驾驶舱内的标牌和标记进行运行。不得进行特技机动, 包括: 尾旋。设计机动速度 140 英里/小时。最大襟翼展态速度 115 英里/小时。着陆期间最大正侧风为 15 英里/小时。失速的高度损失为 220 英尺; (2) 该飞机的运行仅局限于昼间和夜间的目视飞行规则的条件。禁止进入已知结冰条件的飞行; (3) 向前推杆解开尾轮锁; (4) 停机刹车操作: 刹车: 蹬脚蹬并拉手柄 解除刹车: 蹬脚蹬; (5) 在地面试车或尾轮未离开地面之前发动机不得在 800 英尺-磅以上的扭矩运转, 否则机尾会抬起。禁止在雷雨附近飞行。当气温在 40°F 以下时, 禁止在可见湿度下飞行。禁止在 5°F 以下飞行。在气温 40°F 以下运行时使用普利斯特 (PRIST) 防冰添加剂; 最大使用高度 12500 英尺; (6) 警告: 在发动机不工作时, 禁止将功率杆移动到反推位置, 否则发动机操纵器件会受损; (7) 在速度大于 140 英里/小时时, 不得使用泵; (8) 警告: 除非特殊的防火措施在飞机上得到了贯彻, 禁止喷撒硫磺; (9) 燃油压力和空气滤是警告灯标牌; (10) 在发动机操纵台上标的“高”(HI)和“低”(LO)分别对应于: 飞行慢车和地面慢车。在起动操纵杆上标有: “起动”(S); (11) 在发动机操纵台后端靠近功率手柄: “反推”(REV)。在功率手柄止动卡位: “慢车”(IDLE)。在功率手柄上“功率”(POWER);

- (12) 在螺旋桨操纵手柄: “螺旋桨”(P)。在其操纵行程的后端头: “顺桨”(F);
- (13) 在座舱门上: 在飞行中不得打开舱门。如果在翻到后舱门没打开, 则用膝盖或脚踢开窗户;
- (14) 在上仪表板上的贝塔(Beta)灯下面: 桨距在 BETA 范围内;
- (15) 在料箱冲洗加注口下面: 料箱冲洗水箱加注口 (如果安装);
- (16) 在风挡清洗液加注口下面: 风挡清洗液加注口(如果安装);
- (17) 在金属屑探测器旁: 金属屑探测;
- (18) 在装载员座椅舱(如果安装): 乘员必须系上安全带和肩带, 并戴上经美国运输部批准的或军标规定的头盔;
- (19) 在料箱唇口: 对于农用用途:
 - 最大料箱装载 3250 磅
 - 最大飞机总重 9170 磅
- (20) 在上仪表板的告诫灯下方: 低燃油量 清洗泵 发电机不工作;
- (21) 应急功率手柄(如果安装), 在手柄顶部: 告诫燃油控制装置超控
解锁-前推获取功率
- (22) 如果安装了装载员座椅, 在仪表板上:
 - 当选装座椅有乘员时, 料箱清洗箱必须装水和/或燃油, 以至水或燃油量调节至防止重心超出重心后限和超重。在化学物作业期间, 装载员座椅不得有乘员。
- (23) 在仪表板上: 侧滑转弯期间的失速会导致机头猛烈下俯并导致大的高度损失。在所有飞行期间保持协调转弯;
- (24) 警告: 在其它航空器周围滑行时或在穿云、雾或薄雾飞行期间, 关掉频闪灯。在夜间飞行期间标准的航行灯必须保持工作;
- (25) 在仪表板上: 避免侧滑转弯, 侧滑转弯会导致燃油从一个油箱向另一个油箱移动。当任何一个油箱无油时发动机会停车。当燃油水平低于 1/2 油箱后, 频繁地监控每个油箱的燃油量。

NOTE 2

The following information on placards pertaining to flight and operating limitations must be displayed:

- (a) On all Canopy Doors: **RESTRICTED. EMERGENCY EXIT OPEN**
- (b) Attached skin of aircraft:
 - (1) Next to Fuel Filler Caps: FUEL 63* U.S. GAL JET A. FUEL TANKS ARE INTERCONNECTED. ALLOW SUFFICIENT TIME FOR FUEL LEVEL TO EQUALIZE BEFORE TOP-OFF OF TANK. NO AEROMATIC FUEL.
 - (2) Next to Oil Filler Cap: OIL TANK 9.0 QT. CAP.
 - (3) Next to pitot static buttons: STATIC AIR - KEEP CLEAN.
 - (4) On top of L/H landing gear leg at intersection with fuselage side skin: LEVELING POINT.
 - (5) On baggage door: 60 POUNDS MAXIMUM BAGGAGE. WARNING: FAILURE TO FASTEN BAGGAGE DOOR COULD CAUSE DAMAGE TO THE DOOR AND FUSELAGE SKIN AND RESULT IN DIFFICULTY MANEUVERING THE AIRCRAFT**.

**Install Warning Placard only on planes with door hinge located on upper edge of baggage door.

*Substitute "108" when optional 108 gal. tanks are installed.
Substitute "85" when optional 85 gal. tanks are installed.
- (c) In full view of pilot:
 - (1) THIS AIRPLANE MUST BE OPERATED IN RESTRICTED CATEGORY IN ACCORDANCE WITH PLACARDS AND MARKINGS IN THE COCKPIT. NO ACROBATIC MANEUVERS, INCLUDING SPINS. DESIGN MANEUVERING SPEED 140 MPH. MAX FLAP DOWN SPEED 115 MPH. MAX CROSSWIND VELOCITY LANDING 15 MPH. ALT. LOSS FROM STALL 220 FT.
 - (2) THE OPERATION OF THIS AIRPLANE IS LIMITED TO DAY AND NIGHT VFR CONDITIONS. FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED.
 - (3) PUSH STICK FORWARD TO UNLOCK TAILWHEEL.
 - (4) PARK BRAKE OPERATION:
ON: DEPRESS PEDALS AND PULL LEVER

OFF: DEPRESS PEDALS

- (5) DO NOT OPERATE ENGINE ABOVE 800 FT-LBS TORQUE ON GROUND RUN-UP OR TAIL WILL COME UP. FLIGHT IN VICINITY OF THUNDERSTORMS PROHIBITED. FLIGHT IN VISIBLE MOISTURE BELOW 40°F PROHIBITED. FLIGHT BELOW 5°F PROHIBITED. USE PRIST WHEN OPERATING BELOW 40°F. MAXIMUM OPERATIONAL ALTITUDE 12,500 FT. MSL
- (6) WARNING: DO NOT MOVE POWER LEVER INTO REVERSE POSITION WITH ENGINE STOPPED OR CONTROLS WILL BE DAMAGED.
- (7) DO NOT OPERATE PUMP ABOVE 140 MPH.
- (8) WARNING: SULFUR DUSTING IS PROHIBITED UNLESS SPECIAL FIRE PREVENTION MEASURES ARE INCORPORATED IN AIRCRAFT.
- (9) FUEL PRESSURE AND AIR FILTER warning light placards.
- (10) On engine control quadrant at the respective HI and LO idle positions: FLIGHT IDLE and RUN. On Start Control Lever: S.
- (11) On aft end of engine control quadrant next to power lever REV. At the stop detent: IDLE. On power control lever: POWER.
- (12) On prop control lever: P and on aft end of travel: F
- (13) On canopy doors: DO NOT OPEN DOORS IN FLIGHT. IF DOORS WILL NOT OPEN AFTER OVERTURN, KICK OUT WINDOW WITH KNEES OR FEET.
- (14) Below beta light on upper panel: PROP IN BETA RANGE.
- (15) Below Hopper Rinse Fill: HOPPER RINSE TANK FILL (If installed)
- (16) Below Windshield Wash Fill: WINDSHIELD WASHER Fill (If installed)
- (17) Next to Chip Detector: Chip Detect
- (18) In loader seat compartment (if installed): OCCUPANT MUST ATTACH SEATBELT AND SHOULDER HARNESS AND WEAR A D.O.T. APPROVED OR MIL-SPEC CRASH HELMET.
- (19) On hopper lid: FOR AGRICULTURAL PURPOSES:
MAX HOPPER LOAD 3,250 LBS.
MAX AIRCRAFT GROSS WT. 9,170 LBS.
- (20) Below caution lights on upper panel: LOW FUEL RINSE PUMP GENERATOR OUT
- (21) Emergency Power Lever (if installed)
On top of lever
CAUTION FCU OVERRIDE
UNLOCK – PUSH FOR POWER
- (22) On instrument panel if loader seat is installed.
WHEN OPTIONAL LOADER SEAT IS OCCUPIED THE HOPPER RINSE TANK MUST BE FILLED WITH WATER AND/OR FUEL QUANTITY MUST BE ADJUSTED TO PREVENT EXCEEDING THE AFT C.G. LIMIT OR WEIGHT LIMIT. LOADER SEAT MUST NOT BE OCCUPIED DURING CHEMICAL APPLICATION.
- (23) On instrument panel: A STALL DURING SKIDDING TURNS WILL CAUSE THE NOSE TO PITCH DOWN SHARPLY AND RESULT IN A SIGNIFICANT LOSS OF ALTITUDE. MAINTAIN COORDINATED FLIGHT AT ALL TIMES.
- (24) WARNING: TURN OFF STROBE LIGHTS WHEN TAXIING IN VICINITY OF OTHER AIRCRAFT, OR DURING FLIGHT THROUGH CLOUD, FOG OR HAZE. STANDARD POSITION LIGHTS TO BE ON FOR ALL NIGHT OPERATIONS.
- (25) On instrument panel: AVOID SKIDDING TURNS WHICH MAY RESULT IN FUEL MIGRATION FROM ONE TANK TO THE OTHER. THE ENGINE MAY QUIT WHEN EITHER TANK BECOMES EMPTY. MONITOR THE FUEL LEVEL IN EACH TANK FREQUENTLY WHEN FUEL LEVEL IS LESS THAN 1/2 TANK.

注释 3 对于序列号为 402A-1015、402A-1021 至 402A-1182, 其机翼梁下盖帽(Lower spar caps)及其连接结构件的安全寿命限于 2300 小时的使用。
在遵守 FAA 适航指令 AD 2006-08-08 的符合性替代方法附录 2 的要求后, 用户可以在超出上述安全寿命限制时使用 AT-402A。
对于任何序列号的 AT-402A 型飞机, 如果其机翼接受了使用件号为 21058-1 和 21058-2 的机翼梁下盖帽以及件号为 21059-1/-2 的接合件改装, 那么其安全寿命的限制为自改装后 9800 小时的使用。
对于序列号为 402A-1183 及其之后的 AT-402A 飞机, 其机翼梁下盖帽及其连接结构件的安全寿命为 9800 小时的使用。

NOTE 3 Safe-life of Air Tractor Model AT-402A, serial numbers 402A-1015 and 402A-1021 thru 402A-1182, wing lower spar caps and attaching structure is limited to 2,300 hours time in service.

Owners may continue to operate their AT-402A aircraft beyond the safe-life listed above by following the requirements in Appendix 2 – Alternative Method of Compliance (AMOC) to AD 2006-08-08.

Safe-life of Air Tractor model AT-402A, any serial number, wings that have been retrofitted with p/n 21058-1 and 21058-2 wing lower spar caps and p/n 21059-1/-2 splice blocks is 9,800 hours time in service from time of retrofit.

Safe-life of Air Tractor Model AT-402A, all serial numbers beginning with 402A-1183, wing lower spar caps and attaching structure is limited to 9,800 hours time in service.

注释 4 当安装哈泽螺旋桨 HC-B3TN-3D/T10282NS+4 时, V_{NE} (不可超越速度)可以增加至 176 英里/小时 (151 节)。

NOTE 4 V_{NE} (Never Exceed) may be increased to 176 mph (151 Knots) when Hartzell HC-B3TN-3D/T10282NS+4 Propeller is installed.

II-AT-402B 单座封闭座舱陆上单翼飞机(限用类)

II - Model AT-402B I PCLM (Restricted Category)

发动机 普惠公司 PT6A-15AG 或 PT6A-34AG
Engine Pratt & Whitney PT6A-15AG, or PT6-34AG

燃油 3 号喷气燃油(GB 6537-94)以及根据加拿大普惠公司规范 CPW46、PWA522 规定的燃油或者汽车柴油

Fuel No. 3 Jet fuel (GB 6537-94) and Per Specification CPW 46, PWA 522, or automotive diesel fuels.

滑油 根据规范 CPW 202 或 PWA 521
Oil Per Specification CPW 202 or PWA 521.

发动机限制 Engine Limits

PT6A-15AG

功率状态 Power Setting	轴马力 SHP	扭矩 Torque 英尺-磅 Ft-Lb	最大涡轮 间温度 Maximum Observed ITT°C	燃气涡轮 转速 Ng RPM %	螺旋桨转速 Np RPM %	滑油压力 Oil Pres PSIG	滑油温度 Oil Temp °C
所有工作状态 All Operations	680 ISA +6.7°C	1628	725	38,100 101.5	2200 100.0	80 至 100 80 to 100	10 至 99 10 to 99
低(地)慢 Lo Idle			660			40(最低) 40 (MIN)	-40 至 99 -40 to 99
起动 Starting			1090 2 秒 2 seconds				-40(最低) -40(MIN)

过渡 Transient		2100	825 2 秒 2 seconds	38,500 102.6	2420 110.0		0 至 99 0 to 99
最大反推 Max Reverse	620	1554	725	35,812 95.5	2100 95.5	80 至 100 80 to 100	0 至 99 0 to 99

PT6A-34AG

功率状态 Power Setting	轴马力 SHP	扭矩 Torque 英尺-磅 Ft-Lb	最大涡轮 间温度 Maximum Observed ITT°C	燃气发生 器转速 Ng RPM %	螺旋桨转速 Np RPM %	滑油压力 Oil Pres PSIG	滑油温度 Oil Temp °C
所有工作状态 All Operations	680 ISA +15.6°	1628	790	38,100 101.5	2200 100.0	85 至 105 85 to 105	10 至 99 10 to 99
低(地)慢 Lo Idle			685			40(最低) 40 (MIN)	-40 至 99 -40 to 99
起动 Starting			1090 2 秒 2 seconds				-40(最低) -40(MIN)
过渡 Transient		2100	850 2 秒 2 seconds	38,500 102.6	2420 110.0		0 至 99 0 to 99
最大反推 Max Reverse	620	1554	750	35,812 95.5	2100 95.5	85 至 105 85 to 105	0 至 99 0 to 99

螺旋桨及其限制

哈泽公司 HC-B3TN-3D/T10282 + 4 或 HC-B3TN-3D/T10282N + 4 或 HC-B3TN-3D/T10282NS + 4
 最大直径 106 英寸、最小直径 102 英寸
 在 30 英寸站位处，顺桨桨距：86° 至 88°、低桨距：18°、反桨距：-8.0°

Propeller &
Propeller
Limits

Hartzell HC-B3TN-3D/T10282 +4 or HC-B3TN-3D/T10282N+4 or HC-B3TN-3D/T10282NS +4
 Max dia. 106 inch Min dia. 102 inch
 Pitch settings feather 86° - 88°, low 18°, reverse -8.0° at 30 inch station.

空速限制
(CAS)

V_{NE} (不可超越速度) 140 英里/小时(122 节)
 V_A (机动速度) 140 英里/小时 (122 节)
 V_{NO} (最大结构巡航速度) 140 英里/小时 (122 节)
 V_{FE} (襟翼展态速度) 115 英里/小时 (100 节)
 关于 V_{NE} 见注释 4。

Airspeed
Limits
(CAS)

V_{NE} (Never Exceed) 140 mph (122 knots)
 V_A (Maneuvering) 140 mph (122 knots)
 V_{NO} (Max. structural cruise) 140 mph (122 knots)
 V_{FE} (Flap extended) 115 mph (100 knots)
 See NOTE 4 regarding V_{NE} speed.

重心范围

在 7,000 磅时，(+17.5) 至 (+24.0)
 在 不大于 6,400 磅时，(+17.5)至(+28.0)
 在 7000 磅和 6400 磅之间重心直线变化

C.G. Range

(+17.5) to (+24.0) at 7,000 pounds.
 (+17.5) to (+28.0) at 6,400 pounds
 and below. Straight line variation between points.

最大重量

7000 磅

Max Weight

7000 pounds

座位数

1(+74)

No. of Seats	当依照图纸 11524 选装了装载员座椅, 另 1 个机组座椅 (+110.0)		
	1 (+74.0) 1 crew (+110.0) when optional loader seat is installed in accordance with Dwg. 11524		
最大料箱装载 Max Hopper Load	3250 磅(+12.0) 3,250 lbs. (+12.0)		
燃油容量	126 加仑(+33)		
	(120 加仑可用燃油容量,每个机翼燃油箱的总容量为 63.0 加仑)		
	234 加仑-选装 (可用燃油 228 加仑)		
	216 加仑-选装 (可用燃油 210 加仑)		
	170 加仑-选装 (可用燃油 164 加仑)		
Fuel Capacity	126 gal. (+33.0)		
	(120 gal. usable capacity, one 63.0 gal. tank in each wing.)		
	234 gallons optional (228 gallons usable)		
	216 gallons optional (210 gallons usable)		
	170 gallons optional (164 gallons usable)		
滑油容量 Oil Capacity	2.3 加仑(可用滑油 1.5 加仑) 2.3 gals. (1.5 gals. usable)		
操纵面位移 (后缘)	升降舵	向上 $28^{\circ} \pm 1^{\circ}$	向下 $18^{\circ} \pm 1^{\circ}$
	升降舵配平片	向上 $11^{\circ} \pm 1.5^{\circ}$	向下 $10^{\circ} \pm 1.5^{\circ}$
	方向舵	向左 $21^{\circ} \pm 1^{\circ}$	向右 $21^{\circ} \pm 1^{\circ}$
	副翼	向上 $20^{\circ} \pm 1^{\circ}$	向下 $14^{\circ} \pm 1^{\circ}$
	襟翼	---	向下 $20^{\circ} \pm 1.5^{\circ}$
	在襟翼完全放下后, 副翼对称下垂 $8^{\circ} \pm 1^{\circ}$		
Control Surface Movements	Elevator	Up $28^{\circ} \pm 1^{\circ}$	Down $18^{\circ} \pm 1^{\circ}$
	Elevator tab	Up $11^{\circ} \pm 1.5^{\circ}$	Down $10^{\circ} \pm 1.5^{\circ}$
	Rudder	Left $21^{\circ} \pm 1^{\circ}$	Right $21^{\circ} \pm 1^{\circ}$
	Aileron	Up $20^{\circ} \pm 1^{\circ}$	Down $14^{\circ} \pm 1^{\circ}$
	Flaps	---	Down $20^{\circ} \pm 1.5^{\circ}$
	Aileron droop with full flap $8^{\circ} \pm 1^{\circ}$		
适用的序列号 Serial Nos. Eligible	402B-1015, 402B-1021 及其后续的		
	402B-1015, 402B-1021 and subsequent.		
设备	在适用适航规章规定的基本必需的设备必须在审定飞机上。此外, 下列设备也是必需的: a. 失速警告系统(图纸 50130) b. 24 伏电气系统 c. 侧滑指示器		
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in the aircraft for certification. In addition, the following equipment is required: a. Operative pre-stall warning system (Dwg. 50130) b. 24 volt electrical system. c. Slip indicator.		
农用喷撒设备	下列农用喷撒设备可以安装: 不装或安装任何下列设备: a. 播撒器(图纸 80020) b. 标准喷洒系统(图纸 80038) c. Micronair 喷洒系统(图纸 80039) d. 料箱冲洗箱(图纸 80939)		

Agricultural Dispersal Equipment	The following agricultural dispersal equipment may be installed: None, or any of the following: - Dust spreader (Dwg. 80020) - Standard spray system (Dwg. 80038) - Micronair spray system (Dwg. 80039) - Hopper rinse tank (Dwg. 80939)
选装设备	灭火剂释放舱门和通风装置 (图纸 80343) 驾驶舱加热器 (图纸 51026) 发动机驱动的空调(图纸 60906) 3 块式风挡(图纸 11464) 风挡冲洗器 (图纸 80216) 风挡雨刷 (图纸 60177) 航电 (图纸 60616) 夜间工作灯 (图纸 60038) 自动旗手 (图纸 80038) 发烟器(图纸 80610) 姿态陀螺 (图纸 50950) 转弯仪 (图纸 50950) 通信电台或导航/ 通信电台 (图纸 60616) 燃油流量表 (图纸 60585) 装载员座椅 (图纸 11524) 收发机 (图纸 60434) Crophawk 流量表 (图纸 80038) 自动定位装置(ADF) (图纸 60616) 导航/通信电台(或仅通信) (图纸 60616) 燃油控制装置超控系统(图纸 70640) Garmin/Apollo SL40 通信电台(图纸 61339)
Optional Equipment	Fire bomber gate and vent installation (Dwg. 80343) Cockpit heater (Dwg. 51026) Engine driven air conditioner (Dwg. 60906) 3-Piece Windshield (Dwg. 11464) Windshield washer (Dwg. 80216) Windshield wiper (Dwg. 60177) Avionics (Dwg. 60616) Night working lights (Dwg. 60038) Automatic Flagman (Dwg. 80038) Smoker (Dwg. 80610) Attitude Gyro (Dwg. 50950) Turn Coordinator (Dwg. 50950) Fuel Flowmeter (Dwg. 60585) Transponder (Dwg. 60434) Loader Seat (Dwg. 11524) Crophawk Flowmeter (Dwg. 80038) ADF (Dwg. 11524) NAV/COM Radio (Or Com Only) (Dwg. 60616) FCU Override System (Dwg. 70640) Garmin/Apollo SL40 COM radio (Dwg. 61339)
基准 Datum	机翼前缘 Wing leading edge.
水平测量措施 Leveling Means	左起落架与机身侧面蒙皮相交的顶面 Top of L/H landing gear leg at intersection fuselage side skin.
行李 Baggage	1 个行李舱(在+94.0), 最大载重 60 磅 One baggage compartment at (+94.0). Max capacity 60 lbs.
生产依据	生产许可证编号: 2SW

Production Basis PC No.:2SW

- 注释 1 FAA 于 1997 年 6 月 5 日批准的飞行手册或 FAA 之后批准的修订版是必需的。在初始单机审定时, 必要时必须为每架飞机提供包括了设备清单(在审定的空机重量中包含了这些设备)的当前重量和平衡报告和装载指南。空机重量及其相应重心位置必须包括了下列不可用燃油量: 39 磅(在 +33)
- NOTE 1 FAA approved Airplane Flight Manual dated June 5, 1997, or later FAA approved revision is required. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each aircraft at the time of original certification. The empty weight and corresponding center of gravity location must include the following unusable fuel: 39 lbs. at (+33.0).
- 注释 2 下列关于飞行和使用限制的信息必须在标牌上显示:
- (a) 在所有驾驶舱门上: 限用类 应急出口 开
- (b) 飞机蒙皮表面:
- (1) 在燃油口盖旁: 63*美加仑 JET A 燃油。燃油箱是内部连通的。使得在燃油箱加满之前有足够的时间实现两侧油箱燃油水平均等。不得使用芳烃燃油;
 - (2) 在滑油口盖旁: 滑油箱容量 9.0 夸脱;
 - (3) 在静压孔旁: 空气静压-保持洁净;
 - (4) 在左起落架与机身侧面蒙皮顶部: 水平测量点;
 - (5) 在行李舱门上: 最大行李重量 60 磅; 警告: 不锁住行李舱门会损坏该舱门和机身蒙皮, 并导致飞机机动困难**。
- ** 仅在安装铰链门的飞机的行李舱门上边缘上安装警告标牌。
- *当选装 117 加仑燃油箱时, 由 "117"替代;
当选装 108 加仑燃油箱时, 由 "108"替代;
当选装 85 加仑燃油箱时, 由 "85"替代。
- (c) 完全在驾驶员视野内:
- (1) 该飞机必须以限用类并按照驾驶舱内的标牌和标记进行运行。不得进行特技机动, 包括: 尾旋。设计机动速度 140 英里/小时。最大襟翼展态速度 115 英里/小时。着陆期间最大正侧风为 15 英里/小时。失速的高度损失为 220 英尺;
 - (2) 该飞机的运行仅局限于昼间和夜间"的目视飞行规则的条件。禁止进入已知结冰条件的飞行;
*如果未装可使用的灯组件, 则去掉 "和夜间"。
 - (3) 向前推杆解开尾轮锁;
 - (4) 停机刹车操作:
刹车: 蹬脚蹬并拉手柄;
解除刹车: 蹬脚蹬;
 - (5) 在地面试车时发动机不得在 800 英尺-磅以上的扭矩运转, 否则机尾会抬起。禁止在雷雨附近飞行。当气温在 40°F 以下时, 禁止在可见湿度下飞行。禁止在 5°F 以下飞行。在气温 40°F 以下运行时使用普利斯特(PRIST)防冰添加剂。
最大使用高度为 12500 英尺;
 - (6) 警告: 在发动机不工作时, 禁止将功率杆移动到反推位置, 否则发动机操纵器件会受损;
 - (7) 在速度大于 140 英里/小时时, 不得使用泵;
 - (8) 警告: 除非特殊的防火措施在飞机上得到了贯彻, 禁止喷撒硫磺;
 - (9) 燃油滤和空气滤是警告灯标牌;
 - (10) 在发动机操纵台上标的 "高" (HI)和 "低" (LO)分别对应于: 飞行慢车和地面慢车。
在起动操纵杆上标有: "起动" (S);
 - (11) 在发动机操纵台后端靠近功率手柄: "反推" (REV)。在功率手柄止动卡位: "慢车" (IDLE)。在功率手柄上 "功率" (POWER);
 - (12) 在螺旋桨操纵手柄: "螺旋桨" (P)。在其操纵行程的后端头: "顺桨" (F);
 - (13) 在座舱门上: 在飞行中不得打开舱门。如果在翻到后舱门没打开, 则用膝盖或脚踢开窗户;
 - (14) 在上仪表板上的贝塔(Beta)灯下面: 桨距在 BETA 范围内;
 - (15) 在料箱冲洗加注口下面: 料箱冲洗水箱加注口 (如果安装);
 - (16) 在风挡清洗液加注口下面: 风挡清洗液加注口 (如果安装);
 - (17) 在金属屑探测器旁: 金属屑探测;

- (18) 在装载员座椅舱(如果安装): 乘员必须系上安全带和肩带, 并戴上经美国运输部批准的或军标规定的头盔;
- (19) 在料箱唇口: 对于农用途:
最大料箱装载 3250 磅
最大飞机总重 9170 磅
- (20) 在上仪表板的告诫灯下方: 低燃油量 清洗泵 发电机不工作;
- (21) 应急功率手柄(如果安装), 在手柄顶部: 告诫燃油控制装置超控
解锁-前推获取功率
- (22) 如果安装了装载员座椅, 在仪表板上:
当选装座椅有乘员时, 料箱清洗箱必须装水和/或燃油, 以至水或燃油量调节至防止重心超出重心后限和超重。在化学物作业期间, 装载员座椅不得有乘员。
- (23) 在仪表板上: 侧滑转弯期间的失速会导致机头猛烈下俯并导致大的高度损失。在所有飞行期间保持协调转弯;
- (24) 警告: 在其它航空器周围滑行时或在穿云、雾或薄雾飞行期间, 关掉频闪灯。在夜间飞行期间标准的航行灯必须保持工作;
- (25) 在仪表板上: 避免侧滑转弯, 侧滑转弯会导致燃油从一个油箱向另一个油箱移动。当任何一个油箱无油时发动机会停车。当燃油水平低于 1/2 油箱后, 频繁地监控每个油箱的燃油量。

NOTE 2

The following information on placards pertaining to flight and operating limitations must be displayed:

- (a) On all Canopy Doors: **RESTRICTED EMERGENCY EXIT OPEN**
- (b) Attached to skin of aircraft:
- (1) Next to Fuel Filler Caps: FUEL 63* U.S. GAL. JET A. FUEL TANKS ARE INTERCONNECTED. ALLOW SUFFICIENT TIME FOR FUEL LEVEL TO EQUALIZE BEFORE TOP-OFF OF TANK. NO AEROMATIC FUEL.
 - (2) Next to Oil Filler Cap: OIL TANK 9.0 QT. CAP.
 - (3) Next to pitot static buttons: STATIC AIR - KEEP CLEAN.
 - (4) On top of L/H landing gear leg at intersection with fuselage side skin: LEVELING POINT.
 - (5) On baggage door: 60 POUNDS MAXIMUM BAGGAGE. WARNING: FAILURE TO FASTEN BAGGAGE DOOR COULD CAUSE DAMAGE TO THE DOOR AND FUSELAGE SKIN AND RESULT IN DIFFICULTY MANEUVERING THE AIRCRAFT**.
- **Install Warning Placard only on planes with door hinge located on upper edge of baggage door.
- *Substitute "117" when optional 117 gal. tanks are installed.
Substitute "108" when optional 108 gal. tanks are installed.
Substitute "85" when optional 85 gal. tanks are installed.
- (c) In full view of pilot:
- (1) THIS AIRPLANE MUST BE OPERATED IN RESTRICTED CATEGORY IN ACCORDANCE WITH PLACARDS AND MARKINGS IN THE COCKPIT. NO ACROBATIC MANEUVERS, INCLUDING SPINS. DESIGN MANEUVERING SPEED 140 MPH. MAX FLAP DOWN SPEED 115 MPH. MAX CROSSWIND VELOCITY LANDING 15 MPH. ALT. LOSS FROM STALL 220 FT.
 - (2) THE OPERATION OF THIS AIRPLANE IS LIMITED TO DAY AND NIGHT* VFR FLIGHT CONDITIONS. FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED.

*Delete the words "AND NIGHT" unless aircraft is equipped with operable lighting package.
 - (3) PUSH STICK FORWARD TO UNLOCK TAILWHEEL.

- (4) **PARK BRAKE OPERATION:**
ON: DEPRESS PEDALS AND PULL LEVER
OFF: DEPRESS PEDALS
- (5) DO NOT OPERATE ENGINE ABOVE 800 FT-LBS TORQUE ON GROUND RUN-UP OR TAIL WILL COME UP. FLIGHT IN VICINITY OF THUNDERSTORMS PROHIBITED. FLIGHT IN VISIBLE MOISTURE BELOW 40°F PROHIBITED. FLIGHT BELOW 5°F PROHIBITED. USE PRIST WHEN OPERATING BELOW 40°F.
MAXIMUM OPERATIONAL ALTITUDE 12,500 FT. MSL
- (6) **WARNING: DO NOT MOVE POWER LEVER INTO REVERSE POSITION WITH ENGINE STOPPED OR CONTROLS WILL BE DAMAGED.**
- (7) DO NOT OPERATE PUMP ABOVE 140 MPH.
- (8) **WARNING: SULFUR DUSTING IS PROHIBITED UNLESS SPECIAL FIRE PREVENTION MEASURES ARE INCORPORATED IN AIRCRAFT.**
- (9) FUEL FILTER AND AIR FILTER warning light placards.
- (10) On engine control quadrant at the respective HI and LO idle positions: FLIGHT IDLE and RUN. On Start Control Lever: S.
- (11) On aft end of engine control quadrant next to power lever REV. At the stop detent: IDLE. On power control lever: POWER.
- (12) On prop control lever: P and on aft end of travel: F
- (13) On canopy doors: DO NOT OPEN DOORS IN FLIGHT. IF DOORS WILL NOT OPEN AFTER OVERTURN, KICK OUT WINDOW WITH KNEES OR FEET.
- (14) Below beta light on upper panel: PROP IN BETA.
- (15) Below hopper rinse fill: HOPPER RINSE TANK FILL (If installed)
- (16) Below windshield washer fill: WINDSHIELD WASHER FILL (If installed)
- (17) On upper panel: CHIP DETECT
- (18) In loader seat compartment (if installed): OCCUPANT MUST ATTACH SEATBELT AND SHOULDER HARNESS AND WEAR A D.O.T. APPROVED OR MIL-SPEC CRASH HELMET.
- (19) On hopper lid: FOR AGRICULTURAL PURPOSES:
MAX HOPPER LOAD 3,250 LBS.
MAX AIRCRAFT GROSS WT. 9,170 LBS.
- (20) Below caution lights on upper panel: LOW FUEL RINSE PUMP GENERATOR OUT
- (21) Emergency Power Lever (if installed)
On top of lever
CAUTION FCU OVERRIDE
UNLOCK – PUSH FOR POWER
- (22) On instrument panel if loader seat is installed.
WHEN OPTIONAL LOADER SEAT IS OCCUPIED THE HOPPER RINSE TANK MUST BE FILLED WITH WATER AND/OR FUEL QUANTITY MUST BE ADJUSTED TO PREVENT EXCEEDING THE AFT C.G. LIMIT OR WEIGHT LIMIT. LOADER SEAT MUST NOT BE OCCUPIED DURING CHEMICAL APPLICATION.
- (23) On instrument panel: A STALL DURING SKIDDING TURNS WILL CAUSE THE NOSE TO PITCH DOWN SHARPLY AND RESULT IN A SIGNIFICANT LOSS OF ALTITUDE. MAINTAIN COORDINATED FLIGHT AT ALL TIMES.
- (24) **WARNING: TURN OFF STROBE LIGHTS WHEN TAXIING IN VICINITY OF OTHER AIRCRAFT, OR DURING FLIGHT THROUGH CLOUD, FOG OR HAZE. STANDARD POSITION LIGHTS TO BE ON FOR ALL NIGHT OPERATIONS.**
- (25) On instrument panel: AVOID SKIDDING TURNS WHICH MAY RESULT IN FUEL MIGRATION FROM ONE TANK TO THE OTHER. THE ENGINE MAY QUIT WHEN EITHER TANK BECOMES EMPTY. MONITOR THE FUEL LEVEL IN EACH TANK FREQUENTLY WHEN FUEL LEVEL IS LESS THAN 1/2 TANK.

注释 3 对于序列号为 402B-1015、402B-1021 至 402B-1182，其机翼梁下盖帽(Lower spar caps)及其连接结构件的安全寿命限于 2300 小时的使用。
在遵守 FAA 适航指令 AD 2006-08-08 的符合性替代方法附录 2 的要求后，用户可以在超出上述安全寿命限制时使用 AT-402B。
对于任何序列号的 AT-402B 型飞机，如果其机翼接受了使用件号为 21058-1 和 21058-2 的机翼梁下盖帽以及件号为 21059-1/-2 的接合件改装，那么其安全寿命的限制为自改装后 9800 小时的使用。
对于序列号为 402B-1183 及其之后的 AT-402B 飞机，其机翼梁下盖帽及其连接结构件的安全寿命为 9800 小时的使用。

NOTE 3 Safe-life of Air Tractor Model AT-402B, serial numbers 402B-1015 and 402B-1021 thru 402B-1182, wing lower spar caps and attaching structure is limited to 2,300 hours time in service.

Owners may continue to operate their AT-402B aircraft beyond the safe-life listed above by following the requirements in Appendix 2- Alternative Method of Compliance (AMOC) to AD 2006-08-08.

Safe-life of Air Tractor Model AT-402B, any serial number, wings that have been retrofitted with p/n 21058-1 and 21058-2 wing lower spar caps and p/n 21059-1/-2 splice blocks is 9,800 hours time in service from time of retrofit.

Safe-life of Air Tractor Model AT-402B, all serial numbers beginning with 402B-1183, wing lower spar caps and attaching structure is limited to 9,800 hours time in service.

注释 4 当安装哈泽螺旋桨 HC-B3TN-3D/T10282NS+4 时， V_{NE} (不可超越速度)可以增加至 176 英里/小时 (151 节)。

NOTE 4 V_{NE} (Never Exceed) may be increased to 176 mph (151 knots) when Hatzell HC-B3TN-3D/T10282NS+4 propeller is installed.

III - AT-502B 单座封闭座舱陆上单翼飞机(限用类)

III - Model AT-502B 1 PCLM (Restricted Category)

发动机 普惠公司 PT6A-15AG 或 PT6A-34AG
Engine Pratt & Whitney PT6A-15AG or PT6A-34AG.

燃油 3 号喷气燃油(GB 6537-94)以及根据加拿大普惠公司规范 CPW46、PWA522 规定的燃油或者汽车柴油

Fuel No. 3 Jet fuel (GB 6537-94) and Per Specifications CPW 46, PWA 522, or Automotive diesel fuels.

滑油 根据规范 CPW 202 或 PWA 521
Oil Per Specifications CPW 202 or PWA 521.

发动机限制
Engine Limits

PT6A-15AG

功率状态 Power Setting	轴马力 SHP	扭矩 Torque 英尺-磅 Ft-Lb	最大涡轮间 温度 Maximum Observed ITT°C	燃气发生 器转速 Ng RPM %	螺旋桨转速 Np RPM %	滑油压力 Oil Pressure PSIG	滑油温度 Oil Temp °C
所有工作状态 All Operations	680 ISA +6.7°C	1628	725	38,100 101.5	2200 100.0	80 to 100	10 to 99
低(地)慢 Lo Idle			660			40(最低) 40 (MIN)	-40 至 99 -40 to 99

起动 Starting			1090 2 秒 2 seconds				-40(最低) -40(MIN)
过渡 Transient		2100	825 2 秒 2 seconds	38,500 102.6	2420 110.0		0 至 99 0 to 99
最大反推 Max Reverse	620	1554	725	35,812 95.5	2100 95.5	80 至 100 80 to 100	0 至 99 0 to 99

PT6A-34AG.

功率状态 Power Setting	轴马力 SHP	扭矩 Torque 英尺-磅 Ft-Lb	最大涡轮 间温度 Maximum Observed ITT°C	燃气发生 器转速 Ng RPM %	螺旋桨转速 Np RPM %	滑油压力 Oil Pressure PSIG	滑油温度 Oil Temp °C
所有工作状 态 All Operations	750 ISA +15.6°C	1795	790	38,100 101.5	2200 100.0	85 至 105 85 to 105	10 至 99 10 to 99
低(地)慢 Lo Idle			685			40(最低) 40 (MIN)	-40 至 99 -40 to 99
起动 Starting			1090 2 秒 2 seconds				-40(最低) -40(MIN)
过渡 Transient		2100	850 2 秒 2 seconds	38,500 102.6	2420 110.0		0 至 99 0 to 99
最大反推 Max Reverse	750	1795	790	35,812 95.5	2100 95.5	85 至 105 85 to 105	0 至 99 0 to 99

螺旋桨及其限制

哈泽公司 HC-B3TN-3D/T10282 + 4 或 HC-B3TN-3D/T10282N + 4 或 HC-B3TN-3D/T10282NS + 4
最大直径 106 英寸、最小直径 102 英寸

Propeller &
Propeller
Limits

在 30 英寸站位处, 顺桨桨距: 86° 至 88°、低桨距: 18°、反桨距: -8.0°
Hartzell HC-B3TN-3D/T10282 +4 or HC-B3TN-3D/T10282N+4 or HC-B3TN-3D/T10282NS+4.
Max dia. 106 inch Min dia. 102 inch
Pitch settings, high 86° - 88°, low 18°, reverse -8.0° at 30 inch station.

空速限制
(CAS)

V_{NE} (不可超越速度) 155 英里/小时(135 节)
V_A (机动速度) 140 英里/小时 (122 节)
V_{NO} (最大结构巡航速度) 140 英里/小时 (122 节)
V_{FE} (襟翼展态速度) 115 英里/小时 (100 节)
关于 V_{NE} 见注释 4。

Airspeed
Limits
(CAS)

V_{NE} (Never Exceed) 155 mph (135 knots)
V_A (Maneuvering) 140 mph (122 knots)
V_{NO} (Max. structural cruise) 140 mph (122 knots)
V_{FE} (Flap extended) 115 mph (100 knots)
See NOTE 4 regarding V_{NE} speed.

重心范围

在 8,000 磅时, (+18.0 英寸) 至 (+24.0 英寸)
在不大于 6,980 磅时, (+18.0 英寸)至 (+28.0 英寸)
在 7000 磅和 6980 磅之间重心直线变化
(+18.0 in.) to (+24.0 in.) at 8,000 pounds.
(+18.0 in.) to (+28.0 in.) at 6,980 pounds and below.
Straight line variation between points.

C.G. Range

最大重量
Max Weight

8,000 磅
8,000 pounds.

座位数	1(+74.0), 2(+74.0)(在按照图纸 11360 选装一个并列座椅时)		
No. of Seats	另 1 个机组座椅(+110.0),当依照图纸 11524 选装了装载员座椅 1 (+74.0), 2 (+74.0) with optional buddy seat installed per Dwg. 11360 1 crew (+110.0) when optional loader seat is installed in accordance with Dwg. 11524.		
最大料箱装载	4,100 磅(+12.0)		
Max Hopper Load	4,100 lbs. (+12.0)		
燃油容量	126 加仑(+33) (120 加仑可用燃油容量,每个机翼燃油箱的总容量为 63.0 加仑) 234 加仑-选装 (可用燃油 228 加仑) 216 加仑-选装 (可用燃油 210 加仑) 170 加仑-选装 (可用燃油 164 加仑)		
Fuel Capacity	126 gal. (+33.0) (120 gal. usable capacity, one 63.0 gal. tank in each wing.) 234 gallons optional (228 gallons usable) 216 gallons optional (210 gallons usable) 170 gallons optional (164 gallons usable)		
滑油容量	2.3 加仑(可用量 1.5 加仑)		
Oil Capacity	2.3 gals. (1.5 gals. usable)		
操纵面位移 (后缘)	升降舵	向上 $29^{\circ} \pm 1^{\circ}$	向下 $16^{\circ} \pm 1^{\circ}$
	升降舵配平片	向上 $9^{\circ} \pm 1.5^{\circ}$	向下 $7^{\circ} \pm 1.5^{\circ}$
	方向舵	向左 $21^{\circ} \pm 1^{\circ}$	向右 $21^{\circ} \pm 1^{\circ}$
	副翼	向上 $20^{\circ} \pm 1^{\circ}$	向下 $14^{\circ} \pm 1^{\circ}$
	襟翼	---	向下 $26^{\circ} \pm 1.5^{\circ}$
	在襟翼完全放下后, 副翼对称下垂 $10^{\circ} \pm 1^{\circ}$		
Control Surface Movements	Elevator	Up $29^{\circ} \pm 1^{\circ}$	Down $16^{\circ} \pm 1^{\circ}$
	Elevator tab	Up $9^{\circ} \pm 1.5^{\circ}$	Down $7^{\circ} \pm 1.5^{\circ}$
	Rudder	Left $21^{\circ} \pm 1^{\circ}$	Right $21^{\circ} \pm 1^{\circ}$
	Aileron	Up $20^{\circ} \pm 1^{\circ}$	Down $14^{\circ} \pm 1^{\circ}$
	Flaps	---	Down $26^{\circ} \pm 1.5^{\circ}$
	Aileron droop with full flap $10^{\circ} \pm 1^{\circ}$		
序列号	502B-0187 及其后续的		
Serial Nos.	502B-0187 and subsequent.		
Eligible			
设备	在适用适航规章规定的基本必需的设备必须在审定飞机上。此外, 下列设备也是必需的: a. 失速警告系统(图纸 50130) b. 24 伏电气系统 c. 侧滑指示器		
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in the aircraft for certification. In addition, the following equipment is required: a. Operative pre-stall warning system (Dwg. 50130) b. 24 volt electrical system. c. Slip indicator.		
农用喷撒设备	下列农用喷撒设备可以安装: 不装或安装任何下列设备: a. 播撒器(图纸 80020) b. 标准喷洒系统(图纸 80038) c. Micronair 喷洒系统(图纸 80039) d. 料箱冲洗箱(图纸 80707,第 1 页)		

Agricultural Dispersal Equipment	e. 料箱冲洗箱(图纸 80707,第 3 页) The following agricultural dispersal equipment may be installed: None, or any of the following: a. Dust spreader (Dwg. 80020) b. Standard spray system (Dwg. 80038) c. Micronair spray system (Dwg. 80039) d. Hopper rinse system (Dwg. 80707, Sh. 1) e. Hopper rinse system (Dwg. 80707, Sh. 3)
选装设备	灭火剂释放舱门和通风装置 (图纸 80343) 空调系统(图纸 60586) 导航/通信电台(或仅通信) (图纸 60616) 姿态陀螺 (图纸 51619) 燃油流量表 (图纸 60585) 驾驶舱加热器 (图纸 51026) 空调系统(图纸 60740) 转弯仪 (图纸 51619) 自动定位装置(ADF) (图纸 51619) 收发机 (图纸 60434, 或 61157) 航向陀螺仪(图纸 51619) 升降速度表(图纸 51619) 灯组件(图纸 60038) 并列座椅(图纸 11360) 燃油控制装置超控系统(图纸 70640) Garmin/Apollo SL40 通信电台(图纸 61339)
Optional Equipment	Fire bomber gate and vent installation (Dwg. 80343) Air conditioning system (Dwg. 60586) COM radio or NAV/COM radio (Dwg. 60616) Attitude Gyro (Dwg. 51619) Fuel Flowmeter (Dwg. 60585) Cockpit Heater (Dwg. 51026) Air conditioning system (Dwg. 60740) Turn coordinator (Dwg. 51619) ADF (Dwg. 51619) Transponder (Dwg. 60434 or 61157) Directional Gyro (Dwg. 51619) Vertical Speed Indicator (Dwg. 51619) Light Package (Dwg. 60038) Buddy Seat(Dwg. 11524) FCU Override System (Dwg. 70640) Garmin/Apollo SL40 COM radio (Dwg. 61339)
基准 Datum	机翼前缘 Wing leading edge.
水平测量措施 Leveling Means	发动机进气口螺钉头 Screw heads on engine inlet air scoop.
行李 Baggage	在(+98.0)处的行李舱, 最大装载 60 磅 One baggage compartment at (+98.0). Max capacity 60 lbs.
生产依据 Production Basis	生产许可证编号: 2SW PC No.:2SW.
注释 1	FAA 于 1992 年 12 月 8 日批准的飞行手册或 FAA 之后批准的修订版是必需的。在初始单机审定时, 必要时必须为每架飞机提供包括了设备清单(在审定的空机重量中包含了这些设备)的当前重

- 量和平衡报告和装载指南。空机重量及其相应重心位置必须包括了下列不可用燃油量: 39 磅(在+33)
- NOTE 1 FAA approved Airplane Flight Manual dated December 8, 1992, or later FAA approved revision is required. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each aircraft at the time of original certification. The empty weight and corresponding center of gravity location must include the following unusable fuel: 39 lbs. at (+33.0).
- 注释 2 下列关于飞行和使用限制的信息必须在标牌上显示:
- (a) 在所有驾驶舱门上: 限用类
- (b) 飞机蒙皮表面:
- (1) 在燃油口盖旁: 63*美加仑 JET A 燃油。燃油箱是内部连通的。使得在燃油箱加满之前有足够的时间实现两侧油箱燃油水平均等。不得使用芳烃燃油;
*当选装 117 加仑燃油箱时, 由 "117" 替代;
当选装 108 加仑燃油箱时, 由 "108" 替代;
当选装 85 加仑燃油箱时, 由 "85" 替代。
- (2) 在滑油口盖旁: 滑油箱容量 9.0 夸脱;
- (3) 在座舱门附近: 开和应急出口;
- (4) 在静压孔旁: 空气静压-保持洁净;
- (5) 在发动机进气口侧面: 水平测量点;
- (6) 在行李舱门上: 最大行李重量 60 磅; 警告: 不锁住行李舱门会损坏该舱门和机身蒙皮, 并导致飞机机动困难**。
** 仅在安装铰链门的飞机的行李舱门上边缘上安装警告标牌。
- (c) 完全在驾驶员视野内:
- (1) 该飞机必须以限用类并按照驾驶舱内的标牌和标记进行运行。不得进行特技机动, 包括: 尾旋。设计机动速度 140 英里/小时。最大襟翼展态速度 115 英里/小时。着陆期间最大正侧风为 15 英里/小时。失速的高度损失为 220 英尺;
- (2) 该飞机的运行仅局限于昼间和夜间*的目视飞行规则的条件。禁止进入已知结冰条件的飞行;
*如果未装可使用的灯组件, 则去掉“和夜间”。
- (3) 向前推杆解开尾轮锁: (见注释 5)
- (4) 停机刹车操作:
刹车: 蹬脚蹬并拉手柄;
解除刹车: 蹬脚蹬;
- (5) 在地面试车时发动机不得在 800 英尺-磅以上的扭矩运转, 否则机尾会抬起。禁止在雷雨附近飞行。当气温在 40°F 以下时, 禁止在可见湿度下飞行。禁止在 5°F 以下飞行。在气温 40°F 以下运行时使用普利斯特 (PRIST) 防冰添加剂。最大使用高度 12,500 英尺;
- (6) 警告: 在发动机不工作时, 禁止将功率杆移动到反推位置, 否则发动机操纵器件会受损;
- (7) 在速度大于 140 英里/小时, 不得使用泵;
- (8) 警告: 除非特殊的防火措施在飞机上得到了贯彻, 禁止喷撒硫磺;
- (9) 空气滤是警告灯标牌;
- (10) 在发动机操纵台上标的“高”(HI)和“低”(LO)分别对应于: 飞行慢车和地面慢车。在起动操纵杆上标有: “起动”(S);
- (11) 在发动机操纵台后端靠近功率手柄: “反推”(REV)。在功率手柄止动卡位: “慢车”(IDLE)。在功率手柄上“功率”(POWER);
- (12) 在螺旋桨操纵手柄: “螺旋桨”(P)。在其操纵行程的后端头: “顺桨”(F);
- (13) 在座舱门上: 在飞行中不得打开舱门。如果在翻到后舱门没打开, 则用膝盖或脚踢开窗户;
- (14) 在仪表板上部的贝塔(Beta)灯下面: 桨距在 BETA 范围内;
- (15) 在仪表板上部的警告灯下面: 燃油滤和金属屑探测;
- (16) 应急功率手柄(如果安装)
在手柄顶部: 告诫燃油控制装置超控
解锁-推手柄加功率
- (17) 在料箱冲洗加注口下面: 料箱冲洗水箱加注口(如果安装);
- (18) 在风挡清洗液加注口下面: 风挡清洗液加注口(如果安装);
- (19) 在上仪表板的告诫灯下方: 低燃油量 清洗泵 发电机不工作;

- (20) 在料箱唇口: 对于农用用途:
最大料箱装载 4100 磅(1860 千克)
最大飞机总重 9400 磅(4264 千克)
- (21) 在装载员座椅舱(如果安装): 乘员必须系上安全带和肩带, 并戴上经美国运输部批准的或军标规定的头盔;
- (22) 如果安装了装载员座椅, 在仪表板上:
当选装座椅有乘员时, 料箱清洗箱必须装水和/或燃油, 以至水或燃油量调节至防止重心超出重心后限和超重。在化学物作业期间, 装载员座椅不得有乘员。
- (23) 在仪表板上: 侧滑转弯期间的失速会导致机头猛烈下俯并导致大的高度损失。在所有飞行期间保持协调转弯;
- (24) 警告: 在其它航空器周围滑行时或在穿云、雾或薄雾飞行期间, 关掉频闪灯。在夜间飞行期间标准的航行灯必须保持工作;
- (25) 在仪表板上: 避免侧滑转弯, 侧滑转弯会导致燃油从一个油箱向另一个油箱移动。当任何一个油箱无油时发动机会停车。当燃油水平低于 1/2 油箱后, 频繁地监控每个油箱的燃油量;
- (26) 对于具有手动尾轮锁的飞机, 在尾轮锁的手柄上: 尾轮;
- (27) 对于具有手动尾轮锁的飞机, 在驾驶员操纵台上: 尾轮未锁和尾轮锁上和告诫: 在飞行中不得解开尾轮锁

NOTE 2

The following information on placards pertaining to flight and operating limitations must be displayed:

- (a) On all Canopy Doors: RESTRICTED.
- (b) Attached skin of aircraft:
- (1) Next to Fuel Filler Caps: FUEL 63* U.S. GAL JET A. FUEL TANKS ARE INTERCONNECTED. ALLOW SUFFICIENT TIME FOR FUEL LEVEL TO EQUALIZE BEFORE TOP-OFF OF TANK. NO AEROMATIC FUEL.
- *Substitute "117" when optional 117 gal. tanks are installed.
Substitute "108" when optional 108 gal. tanks are installed.
Substitute "85" when optional 85 gal. tanks are installed.
- (2) Next to Oil Filler Cap: OIL TANK 9.0 QT. CAP.
- (3) Close to Canopy Door: OPEN
- (4) Next to pitot static buttons: STATIC AIR - KEEP CLEAN.
- (5) On side of engine air scoop: LEVELING POINT.
- (6) On baggage door: 60 POUNDS MAXIMUM BAGGAGE. WARNING: FAILURE TO FASTEN BAGGAGE DOOR COULD CAUSE DAMAGE TO THE DOOR AND FUSELAGE SKIN AND RESULT IN DIFFICULTY MANEUVERING THE AIRCRAFT**.
- **Install Warning Placard only on planes with door hinge located on upper edge of baggage door.
- (c) In full view of pilot:
- (1) THIS AIRPLANE MUST BE OPERATED IN RESTRICTED CATEGORY IN ACCORDANCE WITH PLACARDS AND MARKINGS IN THE COCKPIT. NO ACROBATIC MANEUVERS, INCLUDING SPINS. DESIGN MANEUVERING SPEED 140 MPH. MAX FLAP DOWN SPEED 115 MPH. MAX CROSSWIND VELOCITY LANDING 15 MPH. ALT. LOSS FROM STALL 220 FT.
- (2) THE OPERATION OF THIS AIRPLANE IS LIMITED TO DAY AND NIGHT* VFR CONDITIONS. FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED.

* Delete the words "AND NIGHT" unless aircraft is equipped with operable lighting package.

- (3) PUSH STICK FORWARD TO UNLOCK TAILWHEEL. (Note 5)
- (4) PARK BRAKE OPERATION:
ON: DEPRESS PEDALS AND PULL LEVER
OFF: DEPRESS PEDALS
- (5) DO NOT OPERATE ENGINE ABOVE 800 FT-LBS TORQUE ON GROUND RUN-UP OR TAIL WILL COME UP. FLIGHT IN VICINITY OF THUNDERSTORMS PROHIBITED. FLIGHT IN VISIBLE MOISTURE BELOW 40°F PROHIBITED. FLIGHT BELOW 5°F PROHIBITED. USE PRIST WHEN OPERATING BELOW 40°F. MAXIMUM OPERATIONAL ALTITUDE 12,500 FT. MSL.
- (6) WARNING: DO NOT MOVE POWER LEVER INTO REVERSE POSITION WITH ENGINE STOPPED OR CONTROLS WILL BE DAMAGED.
- (7) DO NOT OPERATE PUMP ABOVE 140 MPH.
- (8) WARNING: SULFUR DUSTING IS PROHIBITED UNLESS SPECIAL FIRE PREVENTION MEASURES ARE INCORPORATED IN AIRCRAFT.
- (9) AIR FILTER warning light placard.
- (10) On engine control quadrant at the respective HI and LO idle positions: FLIGHT IDLE and RUN. On Start Control Lever: S.
- (11) On aft end of engine control quadrant next to power lever REV. At the stop detent: IDLE. On power control lever: POWER.
- (12) On prop control lever: P and on aft end of travel: F
- (13) On canopy doors: DO NOT OPEN DOORS IN FLIGHT. IF DOORS WILL NOT OPEN AFTER OVERTURN, KICK OUT WINDOW WITH KNEES OR FEET.
- (14) Below beta light on upper panel: PROP IN BETA.
- (15) Below Warn Lights on upper panel: FUEL FILTER AND CHIP DETECT.
- (16) Emergency Power Lever (if installed)
On top of lever: CAUTION FCU OVERRIDE
UNLOCK - PUSH FOR POWER
- (17) Below Hopper Rinse Fill: HOPPER RINSE TANK FILL (If installed)
- (18) Below Windshield Wash Fill: WINDSHIELD WASHER FILL (If installed)
- (19) Below Caution Lights on Upper Panel: LOW FUEL, RINSE PUMP, GENERATOR OUT
- (20) On Hopper Lid: FOR AGRICULTURAL PURPOSES: MAX HOPPER LOAD 4,100 LBS. (1860 KG.) MAX AIRCRAFT GROSS WT. 9,400 LBS. (4264 KG.)
- (21) In loader seat compartment (if installed): OCUPANT MUST ATTACH SEATBELT AND SHOULDER HARNESS AND WEAR A D.O.T. APPROVED OR MIL-SPEC CRASH HELMET.
- (22) On instrument panel if loader seat is installed:
WHEN OPTIONAL LOADER SEAT IS OCCUPIED THE HOPPER RINSE TANK MUST BE FILLED WITH WATER AND/OR FUEL QUANTITY MUST BE ADJUSTED TO PREVENT EXCEEDING THE AFT C.G. LIMIT OR WEIGHT LIMIT. LOADER SEAT MUST NOT BE OCCUPIED DURING CHEMICAL APPLICATION.
- (23) On instrument panel: A STALL DURING SKIDDING TURNS WILL CAUSE THE NOSE TO PITCH DOWN SHARPLY AND RESULT IN A SIGNIFICANT LOSS OF ALTITUDE.

MAINTAIN COORDINATED FLIGHT AT ALL TIMES

- (24) WARNING: TURN OFF STROBE LIGHTS WHEN TAXIING IN VICINITY OF OTHER AIRCRAFT,
OR DURING FLIGHT THROUGH CLOUD, FOG OR HAZE. STANDARD POSITION LIGHTS TO BE ON FOR ALL NIGHT OPERATIONS.
- (25) On instrument panel: AVOID SKIDDING TURNS WHICH MAY RESULT IN FUEL MIGRATION FROM ONE TANK TO THE OTHER. THE ENGINE MAY QUIT WHEN EITHER TANK BECOMES EMPTY. MONITOR THE FUEL LEVEL IN EACH TANK FREQUENTLY WHEN FUEL LEVEL IS LESS THAN 1/2 TANK.
- (26) On Tail Wheel Lock Lever on aircraft having the manual tail wheel lock system: TAIL WHEEL
- (27) On the pilot's console on aircraft having the manual tail wheel lock system: TAIL WHEEL UNLOCKED and TAIL WHEEL LOCKED and CAUTION: DO NOT UNLOCK TAIL WHEEL IN FLIGHT.

注释 3 对于序列号为 502B-0187 至 502B-0654(除 502B-0643 外)的飞机, 其机翼梁下盖帽(Lower spar caps)及其连接结构件的安全寿命限于 1650 小时的使用。

在遵守 FAA 适航指令 AD 2006-24-10 的符合性替代方法附录 2 的要求后, 用户可以在超出上述安全寿命限制时使用 AT-502B。

对于任何序列号的 AT-502B 型飞机, 如果其机翼接受了使用件号为 21058-1 和 21058-2 的机翼梁下盖帽以及件号为 21059-1/-2 的加强件改装, 那么其安全寿命的限制为自改装后 9800 小时的使用。

对于序列号为 502B-0643 和 502B-0655 至 502B-0692 的飞机, 其机翼梁下盖帽(Lower spar caps)及其连接结构件的安全寿命限于 9000 小时的使用。根据 FAA 适航指令 AD 2006-24-10, 在飞机累积飞行 2000 小时之前, 在机翼梁下盖帽中央接合件左右外侧各两个螺孔(共 4 个螺孔)进行冷加工, 该工作按照斯诺工程(Snow Engineering)公司的第 244 号服务信函(2005 年 4 月 25 日颁发)执行。

对于序列号为 502B-0693 至 502B-0701 的 AT-502B 飞机, 其机翼梁下盖帽及其连接结构件的安全寿命为 9500 小时的使用。

对于序列号为 502B-0702 及其之后的 AT-502B 飞机, 其机翼梁下盖帽及其连接结构件的安全寿命为 9800 小时的使用。

NOTE 3 Safe-life of Air Tractor Model AT-502B, serial 502B-0187 thru 502B-0654 except 502B-0643, wing lower spar caps and attaching structure is limited to 1,650 hours time in service.

Owners may continue to operate their AT-502B aircraft beyond the safe-life listed above by following the requirements in Appendix 2—Alternative Method of Compliance (AMOC) to AD 2006-24-10.

Safe-life of Air Tractor Model AT-502B, any serial number, wings that have been retrofitted with p/n 21058-1 and 21058-2 wing lower spar caps and p/n 21059-1/-2 splice blocks is 9,800 hours time in service from time of retrofit.

Safe-life of Air Tractor Model AT-502B, serial 502B-0643 and 502B-0655 thru 502B-0692, wing lower spar caps and attaching structure is limited to 9,000 hours time in service. In accordance with AD 2006-24-10, Cold work the left-hand and the right-hand two outboard wing center splice block bolt holes (4 total) in the lower spar caps before accumulating 2,000 hours TIS following Snow Engineering Co. Service Letter #244, dated April 25, 2005.

Safe-life of Air Tractor Model AT-502B, serial 502B-0693 thru 502B-0701, wing lower spar caps and attaching structure is limited to 9,500 hours time in service.

Safe-life of Air Tractor Model AT-502B, all serial numbers beginning with 502B-0702, wing lower spar caps and attaching structure is limited to 9,800 hours time in service.

注释 4 当安装哈泽螺旋桨 HC-B3TN-3D/T10282NS+4 时, V_{NE} (不可超越速度)可以增加至 176 英里/小时 (151 节)。

NOTE 4 V_{NE} (Never Exceed) may be increased to 176 mph (151 knots) when Hartzell HC-B3TN-3D/T10282NS+4 propeller is installed.

注释 5 标牌“向前推杆以解开尾轮锁”不安装在使用人工尾轮锁系统的飞机上。

NOTE 5 This placard “PUSH STICK FORWARD TO UNLOCK TAILWHEEL” is not installed on aircraft having the manual tail wheel lock system.

适用于所有型号的资料

DATA PERTINENT TO ALL MODELS

当以限用类运行时, 依据 FAA 咨询通告 AC23-33B 和 FAA 民用航空规章 CAM8, 运行人可以批准更大的最大重量。关于该事宜, 下列飞机令人满意地在下列条件下演示了限用类运行:

When operating in the restricted category, operators may approve higher maximum weights as permitted by FAA Advisory Circular No. 20-33B and Civil Aeronautic Manual No. 8. With respect to this action, the following aircraft have demonstrated satisfactory operation in the restricted category under the following conditions:

(a) 在重量 7860 磅、高度 1300 英尺、外界大气温度 90°F 时, AT-402A 的失速速度为 84 英里/小时(校正空速), 最大速度为 140 英里/小时(校正空速);

(b) 在重量 7860 磅、高度 1300 英尺、外界大气温度 90°F 时, AT-402B 的失速速度为 88 英里/小时(校正空速), 最大速度为 140 英里/小时(校正空速);

(c) 在重量 9400 磅、高度 1300 英尺、外界大气温度 90°F 时, AT-502B 的失速速度为 90 英里/小时(校正空速), 最大速度为 140 英里/小时(校正空速);

(a) Model AT-402A at 7860 lbs., 1,300 ft. altitude, outside air temperature 90°F, stall speed 84 mph CAS, maximum speed 140 mph CAS.

(b) Model AT-402B at 7860 lbs., 1,300 ft. altitude, outside air temperature 90°F, stall speed 88 mph CAS, maximum speed 140 mph CAS.

(c) Model AT-502B, at 9,400 lbs., 1,300 ft. altitude, outside air temperature 90°F, stall speed 90 mph CAS, maximum speed 140 mph CAS.

FAA 审定基础 FAR 21.25(a)(1), (b)(1), (b)(2); 飞机结构满足 FAR 23(1965 年 2 月 1 日的初始版以及直至第 23-9 次的修正案); 飞行准则、动力和系统与设备满足 CAM 8(1951 年 11 月 15 日版以及直至 1956 年 1 月 20 日的修订的)的民航手册第 8 部附录 B; 另外, 动力装置满足 1984 年 12 月 28 日生效的下列 FAR23 的要求: FAR 23.33, 23.361, 23.371, 23.903(b), 23.905, 23.907, 23.929, 23.933(a), 23.939, 23.951(c), 23.954, 23.955, 23.961, 23.991(a)(2), 23.993, 23.997(d), 23.1045, 23.1091(c), 23.1093, 23.1111, 23.1121(g), 23.1141(e), and 23.1155.

FAA Certification Basis FAR 21.25(a)(1), (b)(1), (b)(2). Aircraft met structural requirements of FAR 23, Basis February 1, 1965, through Amendment 23-9. Flight criteria, propulsion and systems and equipment items met the requirements of Appendix B, CAM 8, November 15, 1951, as amended through January 20, 1956. Turbine engine effective December 28, 1984; FAR 23.33, 23.361, 23.371, 23.903(b), 23.905, 23.907, 23.929, 23.933(a), 23.939, 23.951(c), 23.954, 23.955, 23.961, 23.991(a)(2), 23.993, 23.997(d), 23.1045, 23.1091(c), 23.1093, 23.1111, 23.1121(g), 23.1141(e), and 23.1155.

CAAC 认可审定基础 1、FAA 审定基础
2、附加技术要求:
a. 中华人民共和国国家标准:《3 号喷气燃料》(GB6537-94);
b. 地面救护人员使用的标牌至少是中文的。

CAAC VTC Basis 1. FAA Certification Basis
2. Additional technical requirements:
a. The National Standard of The People's Republic Of China:《No. 3 Jet Fuel》(GB6537-94);
b. The placards used by ground rescue personnel should be in Chinese at least.

.....结束.....

.....END.....