

柳梅

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第 1 部分 概述

SECTION 1 GENERAL

1. CAAC 认可数据单和型号合格证数据单

CAAC Validation Data Sheet and Type Certificate Data Sheet

	CAAC 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	VTC0316A, Revision 0, 2015.04.21	A-82, Revision 15, 2011.11.14
历史/ History		

2. 认可当局/Validation Authority:

中国民用航空局/CAAC

审定当局/Certifying Authority:

加拿大运输部/TCCA

3. 型号合格证持有人/Type Certificate Holder:

Viking Air Limited

1959 de Havilland Way

Sidney, British Columbia

V8L 5V5

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飞机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 the Exporting Authority which states (in English language): This aircraft conforms to its CAAC type design and is in a condition for safe operation.

第 2 部分 DHC-6 Series 400 (正常类), 2010 年 6 月 24 日批准

SECTION 2 DHC-6 Series 400(Normal Category), Approved June 24, 2010

I. 总则/General

1. 衍生型或型别/Variant or Model	DHC-6 Series 400
适航类别/Airworthiness Category	正常类/Normal Category
型号合格证持有人/Type Certificate Holder	Viking Air Limited 1959 de Havilland Way Sidney, British Columbia V8L 5V5
2. TCCA 批准日期/TCCA Approved Date:	2010.06.24/ June 24,2010
3. CAAC 批准日期/CAAC Approved Date:	2015.04.21/ April 21, 2015

II. 技术特征和使用限制/Technical Characteristics and Operational Limitations

发动机/ Engines: 2 台加拿大普惠公司 PT6A-34 发动机, CAAC 型号认可证编号 VTC0171E。
2 Pratt & Whitney Canada Inc. PT6A-34, CAAC VTC No.VTC0171E.

燃油/Fuel: 批准喷气燃料列表参见加拿大普惠公司服务公告 1244 号的最后批准版本。
For list of approved jet fuels refer to Pratt & Whitney Canada Inc. Service Bulletin No. 1244, latest issue.

滑油/Oil: 批准润滑油列表参见加拿大普惠公司服务公告 1001 号的最后批准版本。
For list of approved lubricating oils refer to Pratt & Whitney Canada Inc. Service Bulletin No. 1001, latest issue.

发动机限制/Engine limits:

额定	总有效功率	轴功率
起飞 (5 分钟)	652*	620*
最大连续	652*	620*
* 42oC (108°F) 环境下可用的 (S.L.)		
RATING	ESHP	SHP
Take-off (5 min.)	652*	620*

Max. Continuous 652* 620*

* Available to 42°C (108°F) Ambient Temperature (S.L.)

温度限制（涡轮间）

起飞 790°C (1,454°F)

最大连续 790°C (1,454°F)

启动 (2 秒) 1090°C (1,994°F)

Temperature Limits (Inter-Turbine)

Take-off 790°C (1,454°F)

Max. Continuous 790°C (1,454°F)

Starting (2 sec.) 1090°C (1,994°F)

扭矩限制

起飞 50 磅/英寸² (1,536 磅力英尺)

最大连续 50 磅/英寸² (1,536 磅力英尺)

Torque limits

Take-off 50 psi (1,536 lb-ft)

Max. Continuous 50 psi (1,536 lb-ft)

燃气发生器

起飞 38,100 转/分钟 (101.5%)

最大连续 38,100 转/分钟 (101.5%)

Gas Generator

Take-off 38,100 rpm (101.5%)

Max. Continuous 38,100 rpm (101.5%)

滑油温度

起飞 -40°C (-40°F) 最低

最大连续 10°C 至 99°C (50°F 至 210.2°F)

启动 (2 秒) 10°C 至 99°C (50°F 至 210.2°F)

Oil Temperature

Take-off -40°C (-40°F) Minimum

Max. Continuous 10°C to 99°C (50°F to 210.2°F)

Starting (2 sec.) 10°C to 99°C (50°F to 210.2°F)

滑油压力

正常 (27,000 转/分钟或以上)	85 至 105 磅/英寸 ² (表压)
最低 (27,000 转/分钟以下)	40 磅/英寸 ² (表压)

Oil Pressure

Normal (27,000rpm &above)	85 to 105 psig
Minimum (below 27,000rpm)	40 psig

螺旋桨和螺旋桨限制/ **Propeller & Propeller Limits:**

2 副 Hartzell 螺旋桨 (CAAC 型号认可证编号 VTC1096P)

桨毂	HC-B3TN-3D (Y)*
桨叶	T10282H (B)**+0, T10282 (B)**+0
直径	8 ft 6 in. 标称值 (8 ft 4 in. 维修后最小值)

* (Y) 标明零拉力线

** (B) 指除冰套

2 Hartzell (CAAC Validation Type Certificate No.VTC1096P).

Hub	HC-B3TN-3D (Y)*
Blades	T10282H (B)**+0, T10282 (B)**+0
Diameter	8 ft 6 in. Nominal (8 ft 4 in. min. after repairs)

* (Y) designates Zero Thrust Latches

** (B) designates De-icing Boots.

桨距调定值 (在 30 英寸处)

顺桨	+87°
起飞低桨距	+17°
慢车桨叶角	+11°
反桨叶角	-15°

Pitch Settings at 30 in. Station

Feather	+87°
Take-off Low Pitch	+17°
Idle Blade Angle	+11°
Reverse Blade Angle	-15°

螺旋桨 (转速)

起飞	2,110 转/分钟 (96%)
最大连续	2,110 转/分钟 (96%)

Propeller (Np)

Take-off	2,110 rpm (96%)
Max. Continuous	2,110 rpm (96%)

空速限制/ Air Speed Limits:

陆上型机(KCAS) 陆上型机(KIAS)
Landplane(KCAS) Landplane(KIAS)

V_{MO} 最大运行速度 自海平面至/ V_{MO} Max. Operating Sea Level to

6,700 英尺(ft)	170	166
10,000 英尺(ft)	160	156
15,000 英尺(ft)	145	141
20,000 英尺(ft)	130	126
25,000 英尺(ft)	115	112

V_p 设计机动速度/Design Maneuvering

136* 132*

V_{MC} 最小可操纵速度/Minimum Control

Flap 10° 66 64

V_{FE} 襟翼展态速度/Flaps Extended

0° to 10° 105 103
11° to 37° 95 93

* 18,000 英尺以上简化为 $V_p = V_{MO}$

* Reduce $V_p = V_{MO}$ above 18,000 ft

最大重量/Maximum Weight:

陆上型机/Landplane

起飞	5,670 公斤 (12,500 磅)
着陆	5,579 公斤 (12,300 磅*)
主轮胎压	38 磅/英寸 ²
-29°C (-20°F) 以下	34 磅/英寸 ²
Take-off	5,670 kg (12,500 lbs)
Landing	5,579 kg (12,300 lbs*)
Main-wheel Tire Pressure	38 psi
Below -29°C (-20°F)	34 psi

重心限制/ C.G. Limits: 陆上型机/Landplane

a) 最大起飞重量 5,670 公斤 (12,500 磅)

前限 20% M.A.C. (203.84 占位), 5,261 公斤 (11,600 磅) 线性增加至
25% M.A.C. (207.74 占位), 5,670 公斤 (12,500 磅)

后限 36% M.A.C. (216.32 占位) 所有重量

b) 最大着陆重量 5,579 公斤 (12,300 磅)

前限 20% M.A.C. (203.84 占位), 4,989 公斤 (11,000 磅) 线性增加至
25% M.A.C. (207.74 占位), 5,579 公斤 (12,300 磅)

后限 36% M.A.C. (216.32 占位) 所有重量

a) Maximum Take-off Weight is 5,670 kg (12,500 lb)

Forward Limit 20% M.A.C. (Sta. 203.84), 5,261 kg (11,600 lb) rising
linearly to 25% M.A.C. (Sta. 207.74), 5,670 kg (12,500 lb)

Aft Limit 36% M.A.C. (Sta. 216.32) at all weights

b) Maximum Landing Weight is 5,579 kg (12,300 lb)

Forward Limit 20% M.A.C. (Sta. 203.84), 4,989 kg (11,000 lb) rising
linearly to 25% M.A.C. (Sta. 207.74), 5,579 kg (12,300 lb)

Aft Limit 36% M.A.C. (Sta. 216.32) at all weights

最小机组/Minimum Crew: 一名驾驶员/One Pilot

最大座位数/Maximum Occupants: 19 (不包括驾驶员座椅/excluding pilot seats)

最大行李/Maximum Baggage:

前(更改 6/2020)	136 公斤(300 磅) (+25.0 英寸)
Forward (Mod. 6/2020)	136kg(300lb) (+25.0 in.)

燃油量/Fuel Capacity:

可用燃油*	升	英制加仑	美制加仑
前油箱(+162.5 英寸)	686	151	181
后油箱(+240.0 英寸)	746	164	197
总量	1,432	315	378

* 见备注 1(b) 重量平衡

Usable Fuel*	Litres	Imp. Gal.	U.S. Gal.
Forward Tank (+162.5 in.)	686	151	181
Rear Tank (+240.0 in.)	746	164	197

Total	1,432	315	378
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* See NOTE 1(b) for Weight and Balance.

滑油量/Oil Capacity:

可用滑油*	升	英制加仑	美制加仑
左侧(+177.0 英寸)	6.8	1.2	1.5
右侧(+177.0 英寸)	6.8	1.2	1.5
总量	13.6	2.4	3.0

*见备注 1(c)重量平衡

Usable Oil*	Litres	Imp. Gal.	U.S. Gal.
Left (+177.0 in.)	6.8	1.2	1.5
Right (+177.0 in.)	6.8	1.2	1.5
Total	13.6	2.4	3.0

* See NOTE 1(c) for Weight and Balance

有效序列号/Serial Numbers Eligible:845 及其以后/845 and subsequent

型号设计定义/Type Design Definition:

Viking Air Limited 顶层图纸 C61000-9

Viking Air Limited Top Drawing C61000-9.

飞行手册/Flight Manual:

加拿大运输部批准的 DHC-6 Twin Otter 飞机飞行手册 (Series 400) PSM 1-64-1A 必须一直随机。

Canadian DOT Approved DHC-6 Twin Otter Airplane Flight Manual (Series 400), PSM 1-64-1A, must be in the aircraft at all times.

持续适航文件(ICA) (见备注 4) /Instructions for Continued Airworthiness (ICA) (See NOTE 4)

持续适航文件由下述 Viking Air Limited 公司文件组成:

飞机维护手册 (AMM)	PSM 1-64-2
结构修理手册 (SRM)	PSM 1-6-3
零件图纸目录 (IPC)	PSM 1-64-4
防腐和控制手册 (CPCP)	PSM 1-6-5
检查要求手册	PSM 1-6-7
结构件寿命限制手册	PSM 1-6-11
航空电子限制手册	PSM 1-6-13

The ICA consist of the following Viking Air Limited documents:

Aircraft Maintenance Manual (AMM)	PSM 1-64-2
Structural Repair Manual (SRM)	PSM 1-6-3
Illustrated Parts Catalogue (IPC)	PSM 1-64-4
Corrosion Prevention and Control Manual (CPCP)	PSM 1-6-5
Inspection Requirements Manual	PSM 1-6-7
Structural Components Service Life Limits Manual	PSM 1-6-11
Avionics Limitations Manual	PSM 1-6-13

基准/Datum

基准点 0 是夹具点（由附在驾驶舱和客舱之间的隔框板标示）前 277.67 cm (109.32 in.)处。

Station 0 is 277.67 cm (109.32 in.) forward of a jig point which is marked by a plate attached to the bulkhead between the cockpit and the cabin.

调平方法/Leveling Means

客舱地板滑轨为飞机横向和纵向调平提供了平面。客舱地板平面是在零水线之下 15 in。

The cabin floor rails provide a surface for leveling the airplane both laterally and longitudinally. The cabin floor level is 15 in. below water line zero.

平均气动弦/M.A.C

198.1cm (78 in.). (机翼前缘在站位 188.24 处)。

198.1cm (78 in.). (The wing leading edge is at Station 188.24.).

操纵面偏度/Control Surface Movements

见 DHC-6 Twin Otter (Series 400 型)维护手册，PSM1-64-2 用于 Series 400 型机的校装程序和测量。

See DHC-6 Twin Otter (Series 400) Maintenance Manual, PSM 1-64-2 for the Series 400, for rigging procedure and measurements.

最大运行高度/Maximum Operating Altitude

25,000 ft (当辅助呼吸设备按照运行规定为所有乘员提供保障时)。

25,000 ft (when supplementary breathing equipment is provided for all occupants in accordance with the operating rules).

必需设备/Required Equipment

适用适航规章（见审定基础）和运行法规规定的基本必需设备必须安装在飞机上。在 Viking 报告 AEROC 6.6.G.1 中明确了这些安装于审定飞机上的必

需设备。

The basic required equipment as prescribed by the applicable airworthiness requirements (see Certification Basis) and operating rules must be installed in aircraft. The equipment that was required to be installed in the aircraft for certification is identified in Viking Report AEROC 6.6.G.1.

审定基础（见备注 12）/Certification Basis (See NOTE 12)

DHC-6 型机型号批准的申请日期是 1964 年 4 月 2 日。

Date of Application for DHC-6 Type Approval, April 2, 1964.

DHC-6 Series 400

(1) 美国联邦规章 23 部(FAR 23), 23-1 至 23-6 修正案, 23-8 修正案(23.1529) 和 23-9 修正案(23.1441, 23.1443, 23.1447, 23.1449), 加上 1969 年 6 月 7 日颁布的专用联邦航空规章 23(SFAR 23)和 1969 年 12 月 24 日颁布的修正案 SFAR 23-1; 除去以下:

- § § 23.25, 23.49, 23.51, 23.65, 23.67, 23.75, 23.77, 23.145, 23.161, 23.175, 23.207, 23.361, 23.367, 23.371, 23.423, 23.425, 23.572, 23.617, 23.629, 23.643, 23.677, 23.721, 23.867, 23.901, 23.933, 23.939, 23.955, 23.991, 23.997, 23.1041, 23.1043, 23.1093, 23.1103, 23.1111, 23.1121, 23.1141, 23.1155, 23.1305, 23.1323, 23.1413, 23.1501, 23.1505, 23.1527, 23.1545, 23.1557, 23.1563, 23.1583, 23.1585 和 23.1587 按照 23-7 修正案;
- § § 23.783(a),(b),(c)(1),(c)(3) and (c)(4), 23.785(a),(b), (c), (f), (g)(2), (h), (i),(j), (k), (l), 23.787(a), (b), (d), (f), (g), 23.803, 23.807 (a), (b), (c), (d), 23.815, 23.851(a), (b) 按照 23-34 修正案 (合并于 AWM 523, 在改版 523-1 中);
- § § 23.853 (a), (c), (d)(3)(i)(ii), 23.1359(c) 按照 23-49 修正案 (合并于 AWM 523, 在 NPA 97-168 中);
- AWM 523.1557(c)(4) 在改版 523-8;
- AWM 516, 改版 516-8。

关于对 SFAR23 和修正案 SFAR 23-1 的符合性资料见备注 8。

Part 23 of Title 14 of the United States Code of Federal Regulations (FAR 23) Amendment (Amdt.) 23-1 through 23-6, Amdt. 23-8 (23.1529) and Amdt. 23-9 (23.1441, 23.1443, 23.1447, 23.1449), plus Special Federal Aviation Regulation Number 23 (SFAR 23) dated June 7, 1969 and Amdt. SFAR 23-1 dated December 24, 1969; except as follows:

- § § 23.25, 23.49, 23.51, 23.65, 23.67, 23.75, 23.77, 23.145, 23.161, 23.175, 23.207, 23.361, 23.367, 23.371, 23.423, 23.425, 23.572, 23.617, 23.629, 23.643, 23.677, 23.721, 23.867, 23.901, 23.933, 23.939, 23.955, 23.991, 23.997, 23.1041, 23.1043, 23.1093, 23.1103, 23.1111, 23.1121, 23.1141, 23.1155, 23.1305, 23.1323, 23.1413, 23.1501, 23.1505, 23.1527, 23.1545, 23.1557, 23.1563, 23.1583, 23.1585 and 23.1587 as amended by Amdt. 23-7;
- § § 23.783(a),(b),(c)(1),(c)(3) and (c)(4), 23.785(a),(b), (c), (f), (g)(2), (h), (i),(j), (k), and (l), 23.787(a), (b), (d), (f) and (g), 23.803, 23.807 (a), (b), (c) and (d), 23.815 and 23.851(a) and (b) as amended by Amdt. 23-34 (incorporated in AWM 523 at Change 523-1);
- § § 23.853 (a), (c), (d)(3)(i) and (ii) and 23.1359(c) as amended by Amdt. 23-49 (incorporated in A WM 523 at NPA 97-168);
- AWM 523.1557(c)(4) at Change 523-8; and
- AWM 516, Change 516-8.

See NOTE 8 for information regarding compliance with SFAR 23 and Amdt. SFAR 23-1.

(2) 另外，为驾驶舱安装的改进设备影响的航空器那些范围- EFIS 航空电子，按 DHC-6 S400 型机申请日期时最新生效的 FAR23 23-57 修正案(通过 523-8 号改版合并到 AWM 523 中):

- FAR23 部 D 分部: § § 23.771-23-14 修正案, 23.773 - 23-45 修正案, 23.777 和 23.779 - 23-51 修正案, 23.781 - 23-33 修正案, 23.867 - 23-49 修正案;
- FAR23 部 E 分部: § § 23.901- 23-53 修正案, 23.963 - 23-51 修正案;
- FAR23 部 F 分部: § § 23.1367 和 23.1381 - 23-0 修正案; 23.1301, 23.1327 和 23.1335 - 23-20 修正案; 23.1457 和 23.1459 - 23-35 修正案; 23.1322, 23.1331 和 23.1357 - 23-43 修正案; 23.1303, 23.1307, 23.1309, 23.1311, 23.1321, 23.1323, 23.1326, 23.1329, 23.1351, 23.1353, 23.1359, 23.1361, 23.1365 和 23.1431 - 23-49 修正案; 23.1325 - 23-50 修正案; 23.1337- 23-51 修正案; 23.1305 - 23-52 修正案; 23.1308 - 23-57 修正案;
- FAR 23 部 G 分部: § § 23.1551 - 23-0 修正案; 23.1547 - 23-20 修正案; 23.1501 和 23.1541 - 23-21 修正案; 23.1529 - 23-26 修正案; 23.1549 和 23.1557 - 23-45 修正案; 23.1543, 23.1545, 23.1553, 23.1555, 23.1559, 23.1581, 23.1583, 23.1585, 23.1587, 23.1589 - 23-50 修正案。

In addition, for those areas of the aircraft affected by the installation of the

cockpit upgrade - EFIS avionics suite, the following requirements, which were the latest in effect in FAR 23 Amdt. 23-57 (incorporated in AWM 523 at Change 523-8) on the date of application for the DHC-6 Series 400:

- FAR 23 Subpart D: § § 23.771 - Amdt. 23-14, 23.773 - Amdt. 23-45, 23.777 and 23.779 - Amdt. 23-51, 23.781 - Amdt. 23-33, 23.867 - Amdt. 23-49;
 - FAR 23 Subpart E: § § 23.901- Amdt. 23-53, 23.963 - Amdt. 23-51;
 - FAR 23 Subpart F: § § 23.1367 and 23.1381 - Amdt. 23-0; 23.1301, 23.1327 and 23.1335 - Amdt. 23-20; 23.1457 and 23.1459 - Amdt. 23-35; 23.1322, 23.1331 and 23.1357 - Amdt. 23-43; 23.1303, 23.1307, 23.1309, 23.1311, 23.1321, 23.1323, 23.1326, 23.1329, 23.1351, 23.1353, 23.1359, 23.1361, 23.1365 and 23.1431 - Amdt. 23-49; 23.1325 - Amdt. 23-50; 23.1337- Amdt. 23-51; 23.1305 - Amdt. 23-52; and 23.1308 - Amdt. 23-57; and,
 - FAR 23 Subpart G: § § 23.1551 - Amdt. 23-0; 23.1547 - Amdt. 23-20; 23.1501 and 23.1541 - Amdt. 23-21; 23.1529 - Amdt. 23-26; 23.1549 and 23.1557 - Amdt. 23-45; 23.1543, 23.1545, 23.1553, 23.1555, 23.1559, 23.1581, 23.1583, 23.1585, 23.1587, 23.1589 - Amdt. 23-50.
- (3) 当按照飞机飞行手册补充 37（补充性能资料，PSM1-64-1A 文件 9-37 节）进行操纵飞机时：
- i) FAR23 部的以下要求修订至 23-57 修正案，如果适用于申请的通勤类将代替 1 节列出的 FAR23 部要求：

§ § 23.25, 23.45, 23.49, 23.51, 23.53, 23.55, 23.57, 23.59, 23.61, 23.63, 23.65, 23.66, 23.67, 23.69, 23.73, 23.75, 23.77, 23.149, 23.1581, 23.1583, 23.1585, 23.1587 and 23.1589;
 - ii) 另外，FAR25 部的以下要求修订至 25-23 修正案（申请）：§ § 25.105, 25.107, 25.109, 25.111, 25.113, 25.115, 25.119, 25.121, 25.123, and 25.125;
- For airplanes when operated in accordance with Airplane Flight Manual Supplement 37 - Supplemental Performance Data, document PSM 1-64-1A, Section 9-37:
- i) The following requirements of FAR 23 as amended up to and including Amdt. 23-57 as applicable to the commuter category apply in place of the FAR 23 requirements listed in section 1:

§ § 23.25, 23.45, 23.49, 23.51, 23.53, 23.55, 23.57, 23.59, 23.61, 23.63, 23.65, 23.66, 23.67, 23.69, 23.73, 23.75, 23.77, 23.149, 23.1581, 23.1583, 23.1585, 23.1587 and 23.1589; and

ii) In addition the following requirements of the 14 CFR Part 25 (FAR 25) up to and including Amdt. 25-23 apply:

§ § 25.105, 25.107, 25.109, 25.111, 25.113, 25.115, 25.119, 25.121, 25.123, and 25.125

(4) 等效安全/Finding of Equivalent Safety:

FAR § § 23.1357(b); 23.1397(c); 23.1545(b)(4); and 23.1549(b) and (c).

CAAC 认可审定基础/CAAC Validation Certification Basis:

CAAC 的认可审定基础由 TCCA 的审定基础和 CAAC 附加技术条件组成。

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

CAAC 附加技术条件/CAAC Additional Technical Conditions:

(1) 根据 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; 机上所有向旅客或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; 旅客可能使用的机上所有应急设备的操作、使用说明应当至少有简体中文表述。

Per CCAR 21.29(5), all on-board placards and markings for awareness, warning, and note to the passengers; all on-board placard and markings for opening method and location indication of the emergency exit and door to passenger and outside rescuer; and all operational instructions for on-board emergency equipment possible operated by passengers shall be presented in Simplified Chinese at least.

(2) 必须确定符合“GB6537-2006 3 号喷气燃料”规范的燃料是可接受的。

The acceptance of fuel conforming to the Specification GB6537-2006 “No.3 Jet Fuel” must be defined.

批准安装/Approved Installations:

203 项-中间浮水装置

Viking 中间浮水装置按照 Viking 图纸 C6-U-1000 安装。适用于按照加拿大运输部批准的 Viking 飞行手册补充进行使用的 S400 机型。

Item 203 - Intermediate Floatation Gear

Viking Intermediate Floatation Gear installed to Viking Drawing C6-U-1000. Applicable to Series 400 aircraft. Aircraft to be operated in accordance with appropriate DOT approved Viking Flight Manual Supplement.

204 项 - 航空器除防冰

a) 保留

b) S400 型飞机

当安装以下 Viking 更改时，允许在结冰条件下运行：

更改单 6/2022, 6/2042 和 6/2045, 加上 S.O.O.6004, S.O.O.6005, S.O.O.6187 和 S.O.O.6202 或 S.O.O.6237.

飞机按照加拿大运输部批准的 Viking 飞行手册补充进行操作。

Item 204 - Aircraft Ice Protection

a) Reserved.

b) Series 400 Aircraft

Approved for operation in icing when equipped with following Viking Modifications:

Mods 6/2022, 6/2042 and 6/2045, plus S.O.O.6004, S.O.O.6005, S.O.O.6187, and S.O.O.6202 or S.O.O.6237.

Aircraft to be operated in accordance with appropriate DOT Approved Viking Flight Manual Supplement.

206 项 - 内部设施

a) 保留

b) S400 型机

通勤类内部按照 Viking Mod.6/2013 进行安装。

Item 206 - Interior Installation

a) Reserved.

b) Series 400 Aircraft

Commuter interior installed to Viking Mod. 6/2013.

III. 备注/Notes

备注 1: a) 当前重量平衡手册 PSM1-64-8 给出了包括空机重量和装载的设备清单，除非使用人有批准的重量控制系统，否则必须随机。

b) 下述不可用燃油量包含于空机重量中：

	英制	美制
公升	<u>加仑</u>	<u>加仑</u>
不可用	13.6	3.0
		3.5

c) 重量平衡的总油量包含系统用油，并且油箱包含在空机重量中，合计24.5公斤(54磅)在

+177英寸处。

Note 1: a) The current Weight and Balance Handbook, PSM 1-64-8 for the Series 400, giving the list of equipment included in the empty weight and loading instructions, must be in each aircraft except in the case of operators having an approved weight control system.

b) The following amount of unusable fuel is included in the empty weight:

		Imp.	U.S.
	<u>Litres</u>	<u>Gal.</u>	<u>Gal.</u>
Unusable	13.6	3.0	3.5

c) For weight and balance purposes the total oil including system and tank is included in the empty weight and equals 24.5 kg (54lb) at +177 in.

备注 2: 下列标牌必须完全一直在驾驶员视野内:

- a) "This airplane must be operated as a Normal Category Airplane in compliance with the operating limitations stated in the form of placards, markings and manuals" ;
- b) "No acrobatic maneuvers (including spins) are approved" ;
- c) "Day, Night, VFR" 。
- d) "IFR"
- e) "This airplane is equipped for operation in icing conditions" (当飞机符合204项时)。

Note 2: The following placards must be displayed in clear view of the pilot at all times:

- a) "This airplane must be operated as a Normal Category Airplane in compliance with the operating limitations stated in the form of placards, markings and manuals".
- b) "No acrobatic maneuvers (including spins) are approved".
- c) "Day, Night, VFR".
- d) "IFR"
- e) "This airplane is equipped for operation in icing conditions" when the aircraft is fitted with Item 204.

备注 3: 单个发电机最大连续载荷限制:

- a) 200安培(1.0在负荷表), 在直至51.5°C(125°F)的飞行条件;
- b) 200安培(1.0在负荷表), 在直至7°C(45°F)地面条件;
- c) 160安培(0.8在负荷表), 从7°C至51.5°C (45°F至125°F) 地面条件。

Note 3: Maximum continuous single generator load is limited to:

- a) 200 amps (1.0 on load meter) in Flight conditions up to 51.5°C (125°F).
- b) 200 amps (1.0 on load meter) in Ground conditions up to 7°C (45°F).
- c) 160 amps (0.8 on load meter) in Ground conditions from 7°C to 51.5°C (45°F to 125°F).

备注 4: 服务通告(SBs) 包含在 PSM1-6-SB/TAB 中。

Note 4: Service Bulletins (SBs) are contained in PSM 1-6-SB/TAB.

备注 5: 保留。

Note 5: Reserved.

备注 6: 加拿大运输部批准的飞机飞行手册 PSM1-64-1A 必须一直在航空器上。

Note 6: The Canadian DOT Approved Airplane Flight Manual Part No. PSM 1-64-1A must be in the aircraft at all times.

备注 7: DHC-6 400 型系列必须有长前端(Viking Mod. 6/2020).

Note7: The DHC-6 Series 400 must have a long nose (Viking Mod. 6/2020).

备注 8: 所有被交付的航空器应满足 SFAR 23 和 23-1 修正案的要求。

SFAR23和23-1修正案资料包含在飞行手册PSM1-63-1A和PSM1-64-1A中。

使用寿命限制在DHC-6双水獭结构部件使用寿命限制手册 (PSM 1-6-11) 中给定。

Note8: All aircraft are compliant with SFAR 23 and Amendment 23-1 as delivered.

SFAR 23 and Amendment SFAR 23-1 information has been included in Airplane Flight Manual PSM 1-64-1A.

Compliance with the service life limits specified in DHC-6 Twin Otter Structural Components Service Life Limits Manual, PSM 1-6-11 is required.

备注 9: 保留。

Note9: Reserved.

备注 10: 保留

Note10: Reserved

备注 11: 2006 年 1 月 31 日生效的 A-82 型号合格证和本数据单中列出的所用型号设计责任, 从 Bombardier 公司转让给 Viking 有限公司。

Note11: Effective 31 January 2006, Type Certificate A-82 and the design responsibility for all models listed on this data sheet were transferred from Bombardier Inc. to Viking Air Limited.

备注 12: 安装的各种设备对于 AWM551 改版 551-2 中下列标准的符合性已经表明:

AWM 551.100; 551.101; 551.102; 551.103; 551.104; 551.105; 551.106; 551.200; 551.201。

Note12: Compliance has been shown to the following standards in AWM551 at Change 551-2 for the installation of various equipment:

AWM 551.100; 551.101; 551.102; 551.103; 551.104; 551.105; 551.106; 551.200; and
551.201.

备注 13：保留。

Note13: Reserved.

备注14：中文标牌和标识包含在图纸C6G1507，版本NC及C6G1540，版本NC或CAAC批准的更新版本中。

Note14: Chinese Placards and markings are included in drawing C6G1507, revision NC and C6G1540, revision NC or later revisions CAAC approved.

- 完/END -