

中国民用航空局
CIVIL AVIATION ADMINISTRATION OF CHINA

型号合格证数据单
TYPE CERTIFICATE DATA SHEET

编号/No.: TC0015A

版次/Revision: 17

型别/Model:

Y7-100

Y7H-500

Y7-200A

MA60

MA600

MA600F

批准人/Approved By:

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职务/Title: 司长

日期/date: 2024-04-18

本数据单是型号合格证（编号：TC0015A）的组成部分，它规定了获得该型号合格证的产品满足中国民用航空规章相关适航要求的条件和限制。

This data sheet, which is part of Type Certificate (No. TC0015A), 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.

型号合格证持有人/Type Certificate Holder:

中航西飞民用飞机有限责任公司

AVIC XAC COMMERCIAL AIRCRAFT CO., LTD.

中国陕西省西安市阎良区蓝天路 88 号

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第一部分: Y7-100 型别技术数据/SECTION A:Model Y7-100 TECHNICAL DATA

A I. 概述/General

1. 产品型别/Model: Y7-100
2. 类别/Category: 运输类/ Transport Category
3. 型号合格证申请日期/Application Date: 1986 年 12 月 16 日/Dec.16,1986
4. 型号合格证批准日期/Approval Date: 1988 年 5 月 23 日/May. 23,1988

A II. 生产依据/Production Basis

生产厂家/Manufacturer: 中航西飞民用飞机有限责任公司/AVIC XAC COMMERCIAL AIRCRAFT CO., LTD.

生产许可证编号/Production Certificate No.:PC006A

A III. 审定基础/Certification Basis

1985 年 12 月 31 日颁发的中国民用航空规章第 25 部《运输类飞机适航标准(CCAR25)》的适用部分。

Applicable clauses of CCAR25 “*Airworthiness Standards: Transport Category Airplanes*” issued on Dec. 31, 1985.

A IV. 技术特性和使用限制/Technical Characteristics and Operational Limitations

1. 发动机

型号: 涡桨五甲-I 型(WJ5A-1), 涡桨五 E 型(WJ5E) 涡轮螺旋桨发动机.

制造厂: 东安发动机制造公司。

1. Engine: 2 turboprop engines WJ5A-1 or WJ5E

Manufacturer: Dong 'an Engine Manufacturing Company

2. 发动机限制:

2. Engine limitation:

(1) 连续时间(分)	起飞状态	-----	不大于5
	最大状态	-----	不大于5
	单发飞行允许使用最大工作状态	-----	不大于90
	额定状态	-----	不大于60
	巡航状态	-----	不限
	慢车状态	-----	不大于30

(1) Time for continuous operation of engine (minute):

Take off rating.....No more than 5
 Max. operation rating.....No more than 5
 Max. operation rating for single engine flight (one engine is failed) as required No more than 90 (not applicable to WJ5E)
 Rated rating.....No more than 60
 Cruising rating.....No limitation
 Idling rating.....No more than 30

(2) 各工作状态的总工 起飞状态 ----- 不大于2%
 作时间占其整个寿 最大状态 ----- 不大于3%
 命的百分比 额定状态 ----- 不大于30%
 巡航状态 ----- 不限

注:

- ① 计算发动机工作时间,按油门杆位置指示器 α 由 $58^{\circ} \sim 69^{\circ}$ 的状态标作额定状态, 69° 以上到 83° 的状态标作最大工作状态, 83° 以上的状态标作起飞状态;
- ② 地面工作时间按20%计入发动机总寿命内。

(2) Percentage of total operation time for each operation rating in the whole service life of engine:

Takeoff rating-----No more than 2%
 Max. rating-----No more than 3%
 Rated rating-----No more than 30%
 Cruising rating-----No limit

Notes:

- ① When calculating engine operation time, the status of $58^{\circ} \sim 69^{\circ}$ for the throttle lever positioning indicator is identified as rated rating, the status of $69^{\circ} \sim 83^{\circ}$ is identified as max. operation rating and the status of exceeding 83° is identified as takeoff rating.
- ② 20% of ground operation shall be counted in whole service life of engine.

(3) 涡轮后最高允许
 燃气温度

起动时,地面 ($P_H \geq 760$ 毫米水银柱) 不大于 750°C
 (WJ5A- I), 740°C (WJ5E)。

(3)Max. allowable
 turbine exhaust
 temperature:

When the engine is started on the ground ($P_H \geq 760\text{mm}$ mercury absolute pressure), the turbine exhaust

temperature shall be no more than 750℃ (WJ5A-I) or 740℃ (WJ5E).

在 $P_H<760$ 毫米水银柱条件下,地面起动时涡轮后燃气温度 T_4^* ℃, 大于下表中的规定值:

When the engine is started on the ground($PH<760$ mm mercury absolute pressure), the turbine exhaust temperature T_4^* ℃ shall be no more than the values listed as follows:

地面起动时涡轮后燃气温度的规定值

Specified value of turbine exhaust temperature for ground starting

场压 P_H Aerodrome Pressure P_H	760	730	700	650	600
T_4^* ↗WJ5A- I	750	745.5	741	734	728
T_4^* ↗WJ5E	740	735	731	724	718
场压 P_H Aerodrome Pressure P_H	550	500	450	400	/
T_4^* ↗WJ5A- I	722.5	717.5	712.5	708	/
T_4^* ↗WJ5E	712	707	702	698	/

- (4) 起动时间
- (4) Starting time

起动时从按下起动按钮至发动机进入慢车状态的时间(起动时间),不大于 120 秒。
When starting, the time from pressing starting button to the idle condition (starting time) shall be no more than 120 seconds.

- (5) 加速时间
- (5)Acceleration time

从保持 I 级平衡转速的最小功率状态加速到95%起飞 I 功率额定值的时间不大于8秒。
The time from minimum power rating of maintaining level I balance rotor speed accelerating to 95% of take off level I power rating shall be no more than 8 seconds.

- (6) 最大允许转速
- (6)Max. allowable RPM

加速性试验时发动机最大允许转速(急增)——109%(16550转/分)。
When the acceleration test is performed, the maximum allowable rotor speed (transient) is 109% (16550 r.p.m).

3. 螺旋桨

两副具有中距限动保护和顺桨特性的飞行中自动变距的全金属结构螺旋桨,型号: J16-G10A. 制造厂家: 保定螺旋桨制造厂。

3. Propeller

2 sets of full-metal structure propellers that can change the pitch automatically and have the medium-pitch protection and feathering characteristics. Type: J16-G10A
Manufacturer: Baoding Propeller Manufacturer.

4. 螺旋桨限制:**(1) 螺旋桨工作限制**

螺旋桨直径 ----- 3.9米

桨叶数 ----- 4 叶

螺旋桨旋转 ----- 左旋(顺航向)

桨叶最大宽度 ----- 351毫米

桨叶翼型型别 ----- II A Γ II 翼型

R=1000毫米处桨叶安装角:

最小安装角 Φ_0 ----- $8^\circ \pm 15'$

中距限动角 $\Phi_{中}$ ----- $20^\circ \pm 20'$

顺桨安装角 $\Phi_{顺}$ ----- $92^\circ 30' \pm 20'$

桨叶安装角变化范围 $\Phi_{变}$ ----- $84^\circ 30'$

机械定距工作范围 ----- 从 50° 到 8°

螺旋桨恒定转数 ----- 1245转/分

使桨叶离心定距时的转速 ----- 1280^{+10} 转/分

解除离心定距的转速 ----- 不少于 1275 转/分

当发动机突然供油情况下螺旋桨转速允许急增到 ----- 1400 转/分

在稳定工作状态下,螺旋桨允许的转速偏差 ----- 不超过 $\pm 0.75\%$

当发动机油门杆位于固定位置时,在气流(或飞行状态)急剧变化的情况下,螺旋桨允许的转速偏差 ----- 不超过 $\pm 2\%$

从最大转速(急增后)恢复到正常工作转速的时间 ----- 不超过 6 秒

在调速器工作稳定的情况下,螺旋桨进口处的油温在 15 分钟之内,由 40°C 变化到 90°C 时,发动机的转速改变 ----- 不大于 0.4%

螺旋桨进入顺桨位置的时间:

在工作的发动机上 ----- 不超过 10 秒

在不工作的发动机上 ----- 不超过 20 秒

螺旋桨退出顺桨位置的时间: (在不工作的发动机上)

在飞行中 ----- 不超过 10 秒

在地面上 ----- 不超过 25 秒

(2) 防冰

在螺旋桨叶片前缘处贴有电防冰装置。

(3) 调速器型别

TS-14C

(4) 桨毂整流罩型别

Y7-6911-00, 制造厂: 西安飞机工业(集团)有限责任公司。

4. Propeller Limitations:

(1) Operation limitation for propeller

- Propeller diameter-----3.9 m
- Number of blade-----4
- Rotation direction of propeller---anti-clockwise (forward heading)
- Maximum width of airfoil-----351mm
- Type of blade airfoil-----II A Γ И airfoil
- Blade incidence at the position of R=1000mm:
 - Minimum incidence-----8° ±15'
- Limiting angle of medium pitch-----20° ±20'
- Feathering incidence -----92° 30' ±20'
- Variation range of blade incidence-----84° ±30'
- Operation ranges of mechanical pitch range-----from 50° to 8°
- Constant r. p. m of propeller-----1245 r. p. m
- r. p. m for centrifugal pitch range of blade-----1280+10 r. p. m
- r. p. m for releasing the centrifugal pitch range---no less than 1275 r. p. m
- Allowing r. p. m of propeller can be transient to 1400 r. p. m when fuel is supplied to engine explosively.
- Under stable operation condition, the allowed r. p. m deviation of propeller shall not exceed ±0.75%.
- When control lever of engine is at fixed position, on the condition of drastic change of air-stream (or in flight status), the allowed deviation of r. p. m for propeller shall not exceed ±2%.
- Intervals from maximum r. p. m (increased overage) to normal operation r. p. m -----no more than 6 seconds
- When the speed regulator works stably, within 15 minutes. oil temperature in the inlet of propeller hub is changed from 40°C to 90°C, the variation of engine r. p. m-----no more than 0.4%

Time of propeller feathering:

- For running engine-----no more than 10 seconds
- For engine that doesn' t operate-----no more than 20 seconds

Time of propeller unfeathering (for the engine that doesn' t operate):

- In flight-----no more than 10 seconds
- On ground-----no more than 25 seconds

(2) Anti-icing

The electrical anti-icing device is stuck at leading edge of propeller blade.

(3) Model of speed regulator: TS-14C.

(4) Model of propeller hub fairing: Y7-6911-00 .

Manufacturer: Xi' an Aircraft Industry (Group) Company Ltd.

5. 辅助动力装置

1 台 PY19A-300 型涡喷发动机, 制造厂家: 俄罗斯秋明市航空发动机公司。

5. Auxiliary Power Unit

1 PY19A-300 turbojet engine.

Manufacturer: Aero Engine Co., T' umen' City, Russian .

6. 燃油**6. Fuel**

牌号/Grade	规范/Specifications
RP-1	GB438-77
RP-2	GB1788-79
RP-3	GB6537-94

7. 燃油容量**7. Fuel Capacity**

最大燃油量为4790公斤.

软油箱和整体油箱的容量

Max. fuel quantity is 4,790kg.

Capacity of Flexible and Integral Tanks

组 号 Group No.	名称 Name	实用容量 (升) Utility Volume (L)	重量(公斤) (比重0.775克/立方厘米) Weight (kg) (density 0.775g/cm3)
I 组 Group I	整体油箱 Integral tank	3680	2850
II 组 Group II	软油箱 Flexible tank	2500	1940
合 计 Total		6180	4790

8. 滑油**8. Oil**

牌号 Grade	规范 Specifications
75%的 DB-45 变压器油或 HP-8 25%的航空滑油 HH-20 按容积比 成的混合油。 The mixed oil is made of 75% DB-45 transformer oil or HP-8 and 25% HH-20 aviation oil as per volumetric ratio.	GB2536-81 GB439-81 GB440-77

9. 滑油容量

飞机上的发动机滑油系统总容积为2X64升,其中:

- 滑油箱总容积为2X40升;
- 正常加油量为2X37升;
- 顺桨备用油量为2X10升;
- 告警油量为2X20升。

9. Oil Capacity

The total volume of engine oil system is 2×64 liters, of which
2×40 liters for total volume of oil tank;
2×37 liters for normal refueling quantity;
2×10 liters for feathering standby oil quantity;
2×20 liters for warning quantity .

10. 空速限制(CAS)**10. Airspeed limits:**

最大允许指示速度是: 最大平飞速度 $V_{max}=460$ 公里/小时;

起落架在放下位置飞行时 $V=450$ 公里/小时;

收、放起落架时 $V=300$ 公里/小时;

襟翼放下 38° 及放下此角度后飞行时 $V=250$ 公里/小时;

襟翼收上及放下 15° 飞行时 $V=300$ 公里/小时;

航线起落飞行中最小飞行速度 $V=250$ 公里/小时;

起飞着陆时最大正侧风速度 10.3 米/秒。

Max. allowable indicated speed as follow:

Max. speed of level flight $V_{max}=460\text{km/h}$;

Flight with landing gear extended $V=450\text{km/h}$;

Retraction and extension of landing gear $V=300\text{km/hour}$;

Flap angle 38° and after flap setting 38° , the flight speed $V=250\text{km/h}$;

Flight with flap retracted and flap set 15° $V=300\text{km/h}$;

Min. flight speed during take-off and landing in route $V=250\text{km/h}$;

Max. orthogonal crosswind speed for take-off and landing is 10.3 m/s .

11. 最大使用高度

7600米

11. Max. operating altitude: 7600m**12. 重心范围**

正常使用重心:22~28%MAC

Y7-100:

重心前极限(起落架收上):15% MAC

重心后极限(起落架放下):30.5% MAC

重心后极限(起落架放下,货舱门关闭):30.5% MAC

注:飞机在不同飞行重量下收上起落架时,将使飞机重心向前移动:2.16~3.3% MAC。

空机重心范围:

Y7-100(起落架放下):21±1% MAC

Normal operating C.G.: 22~28%MAC

Y7-100 aircraft:

Front limit of C.G. (gear retracted) 15% MAC

Rear limit of C.G. (gear extended) 30.5% MACA

12. Range of center of gravity (C.G.):

Rear limit of C.G. (with gear extended, cargo door closed): 30.5% MACA.

Note: When the landing gear is retracted with different flight weight, the C.G. of the aircraft is moved forward 2.16~3.3%MAC.

Empty weight C.G. range:

Y7-100 aircraft (with gear extended): 21±1% MAC .

13. 最大重量:**13. Max. Weight**

(单位: 公斤/Unit: kg)

项 目Item	Y7-100
最大滑行重量Max. Taxiing Weight	21950
最大起飞重量Max. Takeoff Weight	21800
最大着陆重量Max. Landing Weight	21800
空机重量 Empty Weight	14500±1%
最大商务载重(包括选装项目重量) Max. Payload (including optional items weight)	4700

14. 水平测量措施

详见飞机水平测量理论图纸: Y7-00-104B.

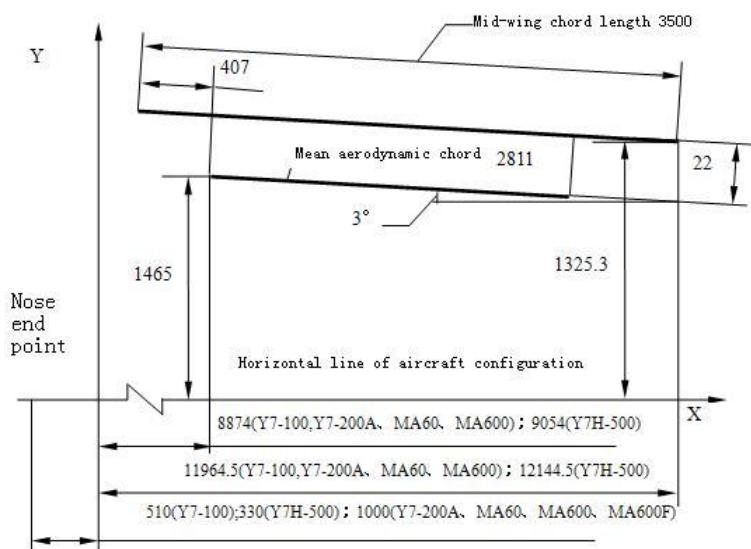
14. Leveling means

Refer to aircraft leveling measurement theoretical drawings Y7-00-104B for Y7-100 aircraft.

15. Flight maneuvering load factor	Maneuvering limit load factor at the C.G. of the aircraft with different flight weight .
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G(公斤/kg)	15000	16000	17000	18000
n	3. 19	3. 12	3. 05	2. 98
G(公斤/kg)	19000	20000	21000	21800
n	2. 93	2. 87	2. 82	2. 79

16. Mean aerodynamic chord (MAC)



飞机坐标系及平均空气动力弦位置(单位: 毫米)

17. Min. aircrew Three persons: pilot, copilot and mechanic.

18. Max. occupants No more than 3 persons in the cockpit (including 3 aircrews), 52 passengers and 2 attendants.

19. 最大行李重量及货舱装载 19. Max. luggage weight or max. cargo loading weight	货舱名称 Cargo No.	货舱尺寸(米) Dimensions (m)			体积 Volume	面积 Area	允许载重 Allow-Able weight	货舱容量 (公斤) Load (kg)		
		高 Height	长 Length	宽 Width	米 ³ /m ³	米 ² /m ²	公斤/kg	行李 luggage	邮件 mails	货物 cargo
	第 I 货舱 Cargo I	1.8	2.01	2×0.95	6.8	3.8	1500	600	1350	1500
	第 II 货舱 Cargo II	1.7	1.3	0.73	1.7	1.0	400	200	400	400
	第 III 货舱 Cargo III	1.35	1.15	1.85	2.8	2.1	850	340	760	850

地板允许承受400公斤/米²的载荷。
The allowable load for the floor is 400kg /m²

20. 操纵面运动范围
20. Control Surface Movement range

操纵件名称 Control unit	测量点 Measuring Point	偏转方向 Deflection Direction	偏转角度值 Deflection Angle	偏转线位移值 Deflection Line Displacement (mm)
副翼 Aileron	19点左, 右 Point 19 left, right	向上 Upward	24°±1°	110±6
		向下 Downward	16°±1°	73±55
副翼调整片 Aileron trim tab	38点左, 右 Point 38 left, right	向上 Upward	7°±1°	21.5±3
		向下 Downward	7°±1°	21.5±3
副翼助力补	20点左, 右	向上 Upward	9°30' ^{+30'} _{-1°}	29.2 ^{+2.5} _{-4.0}

	偿片 Aileron balancing tab	Point 20 left, right	向下 Downward	$14^{\circ}30'_{-30}^{+45}$	$44.4_{-2.5}^{+3.5}$
	方向舵 Rudder	7点 Point 7	向左 Leftward	$25^{\circ}\pm 1^{\circ}$	466 ± 20
			向右 Rightward	$25^{\circ}\pm 1^{\circ}$	466 ± 20
	方向舵 调整片 Rudder trim tab	7点 Point 7	向左 Leftward	$19^{\circ}_{-3^{\circ}}^{+1^{\circ}}$	45 ± 3
			向右 Rightward	$19^{\circ}_{-3^{\circ}}^{+1^{\circ}}$	45 ± 3
	方向舵弹簧 助力补偿片 Rudder spring balancing tab	7点 Point 7	向左 Leftward	$19^{\circ}\pm 1^{\circ}$	45 ± 3
			向右 Rightward	$19^{\circ}\pm 1^{\circ}$	45 ± 3
	升降舵 Elevator	29点左,右 Point 29 left, right	向上 upward	$30^{\circ}\pm 1^{\circ}$	155 ± 7
			向下 Downward	$15^{\circ}\pm 1^{\circ}$	78.3 ± 6
	升降舵 调整片 Elevator trim tab	30点 Point 30	向上 Upward	$15^{\circ}\pm 1^{\circ}$	29 ± 3
			向下 Downward	$26^{\circ}\pm 1^{\circ}$	50.6 ± 3
	内襟翼 Inner flap	44点左,右 Point 44 left, right	起飞 Take-off	$15^{\circ}\pm 1^{\circ}$	286 ± 19
			着陆 Landing	$30^{\circ} - 1^{\circ}$ $38^{\circ} - 1^{\circ}$ (备用 /standby)	$567.85 - 19$ $714.4 - 19$
	外襟翼	21点左,右	起飞		

	Outer Flap	Point 21 left, right	Take-off	15° ±1°	229±15
			着陆 Landing	30° - 1° 38° - 1° (备用 /standby)	452_ 15 570 - 15
			起飞 Take-off	15° ±1°	330±21
		22点左,右 (参考) Point 22 left, right (reference)	着陆 Landing	30° - 1° 38° - 1° (备用 /standby)	655_ 21 822 _21
	驾驶盘 Control Wheel	离开中 立位置 Away from the neutral position	拉 杆 Pull		240 ⁺¹⁰ _{-4.0}
			推 杆 Push		120
			往 左 leftward	90°±2°	
			往 右 Rightward	90°±2°	
	脚 蹬 Pedal	离开中 立位置 Away from the neutral position	向 后 Backward	方向舵25°	80 ⁺¹⁰ _{-4.0}
			向 前 Forward	Rudder 25°	80 ⁺¹⁰ _{-4.0}
			向 后 Backward	方向舵25° 助力补偿片19°	100 ⁺¹⁰ _{-4.0}
			向 前 Forward	Balance tab 19°	100 ⁺¹⁰ _{-4.0}

21. 制造序号**21. Manufacturing**

Serial Number Y7-100: 0302、
0407、
0501、0503、0504、0505、0506、0507、0508、
0601、0607、0608、0609、0610、
0705、0706、0707、
1001、1002.

22. 设备

适用的适航规章(见审定基础)所要求的基本设备必须安装在航空器上以满足型号合格审定的要求. 所要求的设备见《Y7-100 型飞机外购成品目录》(Y7 I -HZ500-70)。

22. Equipment

The basic equipment prescribed by applicable CCARs (refer to certification basis) must be installed on the certified aircraft. Refer to “Y7-100 Aircraft Finished Product List (Y7 I -HZ500-70)” .

23. 运行限制

昼间和夜间目视飞行规则飞行;
昼间和夜间仪表飞行规则飞行;
结冰条件运行。

23. Operational Limitations

VFR flight at daytime and night;
IFR flight at daytime and night;
Icing condition flight.

A V. 批准的技术资料/Approved Technical Documents

序号 No.	技术出版物名称 TP Title	技术出版物编号 TP No.
1	飞行手册/ AFM	
2	维修审查委员会报告/ MRBR	
3	主最低设备清单/ MMEL	Y7I-MMEL-02
4	飞机图纸目录/ ADL	Y7I-HZ830-62

A VI. 注释/Notes

第二部分: Y7H-500 型别技术数据/SECTION B:Model Y7H-500 TECHNICAL DATA

B I. 概述/General

1. 产品型别/Model: Y7H-500
2. 批准日期/Approval Date: 1994 年 6 月 14 日/Jun. 14, 1994

B II. 生产依据/Production Basis

生产厂家/Manufacturer: 中航西飞民用飞机有限责任公司/AVIC XAC COMMERCIAL AIRCRAFT CO., LTD.

生产许可证编号/Production Certificate No.: PC006A

B III. 审定基础/Certification Basis

1985 年 12 月 31 日颁发的中国民用航空规章第 25 部《运输类飞机适航标准(CCAR25)》的适用部分。

Applicable clauses of CCAR25 “*Airworthiness Standards: Transport Category Airplanes*” issued on Dec. 31, 1985.

B IV. 技术特性和使用限制/Technical Characteristics and Operational Limitations

1. 发动机

型号: 涡桨五甲-I 型(WJ5A-1), 涡桨五 E 型(WJ5E) 涡轮螺旋桨发动机。

制造厂: 东安发动机制造公司。

1. **Engine:** 2 turboprop engines WJ5A-1 or WJ5E.

Manufacturer: Dong’ an Engine Manufacturing Company.

2. 发动机限制:

2. **Engine limitation:**

(1) 连续时间(分)	起飞状态	-----	不大于5
	最大状态	-----	不大于5
	单发飞行允许使用最大工作状态	-----	不大于90
	额定状态	-----	不大于60
	巡航状态	-----	不限
	慢车状态	-----	不大于30

(1) Time for continuous operation of engine (minute):

Take off rating.....No more than 5
 Max. operation rating.....No more than 5
 Max. operation rating for single engine flight (one engine is failed) as required No more than 90 (not applicable to WJ5E)
 Rated rating..... No more than 60
 Cruising rating.....No limitation
 Idling rating.....No more than 30

(2) 各工作状态的总工 起飞状态 ----- 不大于2%
 作时间占其整个寿 最大状态 ----- 不大于3%
 命的百分比 额定状态 ----- 不大于30%
 巡航状态 ----- 不限

注:

- ① 计算发动机工作时间,按油门杆位置指示器 α 由 $58^\circ \sim 69^\circ$ 的状态标作额定状态, 69° 以上到 83° 的状态标作最大工作状态, 83° 以上的状态标作起飞状态;
 ② 地面工作时间按20%计入发动机总寿命内。

(2) Percentage of total operation time for each operation rating in the whole service life of engine:

Takeoff rating-----No more than 2%
 Max. rating-----No more than 3%
 Rated rating-----No more than 30%
 Cruising rating-----No limit

Notes:

- ① When calculating engine operation time, the status of $58^\circ \sim 69^\circ$ for the throttle lever positioning indicator is identified as rated rating, the status of $69^\circ \sim 83^\circ$ is identified as max. operation rating and the status of exceeding 83° is identified as takeoff rating.
 ② 20% of ground operation shall be counted in whole service life of engine.

(3) 涡轮后最高允许
燃气温度

起动时,地面($P_H \geq 760$ 毫米水银柱)不大于 750°C

(3)Max. allowable
turbine exhaust
temperature:

(WJ5A-I), 740°C (WJ5E)。

When the engine is started on the ground ($P_H \geq 760\text{mm}$ mercury absolute pressure), the turbine exhaust

temperature shall be no more than 750℃ (WJ5A-I) or 740℃ (WJ5E).

在PH<760毫米水银柱条件下,地面起动时涡轮后燃气温度 T_4^* ℃,不大于下表中的规定值:

When the engine is started on the ground(PH<760mm mercury absolute pressure), the turbine exhaust temperature T_4^* ℃ shall be no more than the values listed as follows:

地面起动时涡轮后燃气温度的规定值
Specified value of turbine exhaust temperature for ground starting

场压PH Aerodrome Pressure P _H	760	730	700	650	600
T_4^* ↗WJ5A- I	750	745.5	741	734	728
T_4^* ↗WJ5E	740	735	731	724	718
场压PH Aerodrome Pressure P _H	550	500	450	400	/
T_4^* ↗WJ5A- I	722.5	717.5	712.5	708	/
T_4^* ↗WJ5E	712	707	702	698	/

- (4) 起动时间
- (4) Starting time

起动时从按下起动按钮至发动机进入慢车状态的时间(起动时间),不大于120秒。
When starting, the time from pressing starting button to the idle condition (starting time) shall be no more than 120 seconds.

- (5) 加速时间
- (5)Acceleration
time

从保持 I 级平衡转速的最小功率状态加速到95%起飞 I 功率额定值的时间不大于8秒。
The time from minimum power rating of maintaining level I balance rotor speed accelerating to 95% of take off level I power rating shall be no more than 8 seconds.

- (6) 最大允许转速
- (6)Max. allowable RPM

加速性试验时发动机最大允许转速(急增)——109%(16550转/

分)。

When the acceleration test is performed, the maximum allowable rotor speed (transient) is 109% (16550 r.p.m.).

3. 螺旋桨

两副具有中距限动保护和顺桨特性的飞行中自动变距的全金属结构螺旋桨, 型号: J16-G10A. 制造厂家: 保定螺旋桨制造厂。

3. Propeller

2 sets of full-metal structure propellers that can change the pitch automatically and have the medium-pitch protection and feathering characteristics. Type: J16-G10A Manufacturer: Baoding Propeller Manufacturer.

4. 螺旋桨限制:**(1) 螺旋桨工作限制**

螺旋桨直径 ----- 3.9米

桨叶数 ----- 4 叶

螺旋桨旋转 ----- 左旋 (顺航向)

桨叶最大宽度 ----- 351毫米

桨叶翼型型别 ----- II A Γ II 翼型

R=1000毫米处桨叶安装角:

最小安装角 Φ_0 ----- $8^\circ \pm 15'$ 中距限动角 $\Phi_{\text{中}}$ ----- $20^\circ \pm 20'$ 顺桨安装角 $\Phi_{\text{顺}}$ ----- $92^\circ 30' \pm 20'$ 桨叶安装角变化范围 $\Phi_{\text{变}}$ ----- $84^\circ 30'$ 机械定距工作范围 ----- 从 50° 到 8°

螺旋桨恒定转数 ----- 1245转/分

使桨叶离心定距时的转速 ----- 1280^{+10} 转/分

解除离心定距的转速 ----- 不少于 1275 转/分

当发动机突然供油情况下螺旋桨转速允许急增到 ----- 1400 转/分

在稳定工作状态下, 螺旋桨允许的转速偏差 ----- 不超过 $\pm 0.75\%$

当发动机油门杆位于固定位置时, 在气流 (或飞行状态) 急剧变化

的情况下, 螺旋桨允许的转速偏差 ----- 不超过 $\pm 2\%$

从最大转速 (急增后) 恢复到正常工作转速的时间 -----

----- 不超过 6 秒

在调速器工作稳定的情况下, 螺旋桨进口处的油温在 15 分钟之内,

由 40°C 变化到 90°C 时, 发动机的转速改变 ----- 不大于 0.4%

螺旋桨进入顺桨位置的时间:

在工作的发动机上 ----- 不超过 10 秒

在不工作的发动机上 ----- 不超过 20 秒

螺旋桨退出顺桨位置的时间: (在不工作的发动机上)

在飞行中 ----- 不超过 10 秒

在地面上 ----- 不超过 25 秒

- (2) 防冰 在螺旋桨叶片前缘处贴有电防冰装置。
- (3) 调速器型别 TS-14C.
- (4) 桨毂整流罩型别 Y7-6911-00, 制造厂: 西安飞机工业(集团)有限责任公司。

4. Propeller Limitations:

(1) Operation limitation for propeller

- Propeller diameter-----3.9 m
- Number of blade-----4
- Rotation direction of propeller---anti-clockwise (forward heading)
- Maximum width of airfoil-----351mm
- Type of blade airfoil-----II A Γ И airfoil
- Blade incidence at the position of R=1000mm:
 - Minimum incidence -----8° ±15'
- Limiting angle of medium pitch-----20° ±20'
- Feathering incidence-----92° 30' ±20'
- Variation range of blade incidence -----84° ±30'
- Operation ranges of mechanical pitch range-----from 50° to 8°
- Constant r. p. m of propeller-----1245 r. p. m
- r. p. m for centrifugal pitch range of blade-----1280±10 r. p. m
- r. p. m for releasing the centrifugal pitch range---no less than 1275 r. p. m
- Allowing r. p. m of propeller can be transient to 1400 r. p. m when fuel is supplied to engine explosively.
- Under stable operation condition, the allowed r. p. m deviation of propeller shall not exceed ±0.75%.
- When control lever of engine is at fixed position, on the condition of drastic change of air-stream (or in flight status), the allowed deviation of r. p. m for propeller shall not exceed ±2%.
- Intervals from maximum r. p. m (increased overage) to normal operation r. p. m -----no more than 6 seconds
- When the speed regulator works stably, within 15 minutes. oil temperature in the inlet of propeller hub is changed from 40°C to 90°C, the variation of engine r. p. m-----no more than 0.4%
- Time of propeller feathering:
 - For running engine-----no more than 10 seconds
 - For engine that doesn' t operate-----no more than 20 seconds
- Time of propeller unfeathering (for the engine that doesn' t operate):
 - In flight-----no more than 10 seconds

•On ground-----no more than 25 seconds

(2) Anti-icing

The electrical anti-icing device is stuck at leading edge of propeller blade.

(3) Model of speed regulator: TS-14C.

(4) Model of propeller hub fairing: Y7-6911-00.

Manufacturer: Xi' an Aircraft Industry (Group) Company Ltd.

5. 辅助动力装置

1 台 PY19A-300 型涡喷发动机,制造厂家: 俄罗斯秋明市航空发动机公司。

注: Y7-100, Y7H-500 两机型均可选装。

5. Auxiliary Power Unit

1 PY19A-300 turbojet engine.

Manufacturer: Aero Engine Co., T' umen' City, Russian .

Note: optional for Y7-100 and Y7H-500 aircraft .

6. 燃油

6. Fuel

牌号/Grade	规范/Specifications
RP-1	GB438-77
RP-2	GB1788-79
RP-3	GB6537-94

7. 燃油容量

7. Fuel Capacity

最大燃油量为5500公斤.

软油箱和整体油箱的容量

Max. fuel quantity is 5,500kg.

Volume of Flexible and Integral Tanks

组 号 Group No.	名称 Name	实用容量 (升) Utility Volume (L)	重量(公斤) (比重0.775克/立方厘米) Weight (kg) (density 0.775g/cm ³)
I 组 Group I	整体油箱 Integral tank	1680x2	1300x2
II 组 Group II	软油箱 Flexible tank	1904x2	1450x2
合 计 Total		7168	5500

注: 燃油箱实用容量指扣除3%膨胀空间后的容积。

Note: The Utility capacity of the fuel tank is the volume after deducting the 3% expansion space.

8. 滑油 8. Oil	牌号 Grade	规范 Specifications
	75%的 DB-45 变压器油或 HP-8 与 25%的航空滑油 HH-20 按容积比组成的混合油。 The mixed oil is made of 75% DB-45 transformer oil or HP-8 and 25% HH-20 aviation oil as per volumetric ratio.	GB2536-81 GB439-81 GB440-77

9. 滑油容量
- 飞机上的发动机滑油系统总容积为2X64升, 其中:
- 滑油箱总容积为2X40升;

• 正常加油量为2X37升;

• 顺桨备用油量为2X10升;

• 告警油量为2X20升。

9. Oil Capacity

The total volume of engine oil system is 2×64 liters, of which
2×40 liters for total volume of oil tank;
2×37 liters for normal refueling quantity;
2×10 liters for feathering standby oil quantity;
2×20 liters for warning quantity .

10. 空速限制 (CAS)

10. Airspeed limits:
- 设计巡航速度 $V_C=420$ 公里/小时 (CAS), $H>6770$ 米时, 使用 $M_c=0.52$ 限制;
- 设计俯冲速度 $V_D=540$ 公里/小时 (CAS), $H>5213$ 米时, 使用 $M_D=0.6$ 限制;
- 起落架在放下位置时 $V_{LE}=420$ 公里/小时 (CAS);
- 收、放起落架时飞行速度 $V_{LO}=300$ 公里/小时 (CAS);
- 襟翼放下各位置飞行时的设计襟翼速度 $V_F=300$ 公里/小时 (CAS).
- 起飞着陆时最大正侧风速度10.3米/秒。
- Design cruising speed $V_c=420$ kg/h(CAS), when $H>6,770$ m, operating $M_c=0.52$ limit; Design diving speed $V_b=540$ kg/h(CAS), when $H>5,213$ m, operating $M_c=0.6$ limit; Landing gear at extended position $V_{LE}\leq 420$ kg/h (CAS). Flight speed with landing gear retracted/extended $V_{LO}\leq 300$ kg/h (CAS).
- Design flap speed with flap extended at different angles $V_F=300$ kg/h (CAS);
- Max. orthogonal crosswind speed for take-off and landing

is 10.3 m/s .

11. 最大使用高度 7600米

11. Max. operating altitude: 7600m

12. 重心范围

正常使用重心22~28%MAC

重心前极限(起落架收上,货舱门收腹):15% MAC

重心后极限(起落架放下,货舱门关闭):30.5% MAC

注:飞机在不同飞行重量下收上起落架时,将使飞机重心向前移动:2.16~3.3% MAC.

空机重心范围:

Y7H-500(起落架放下):24±1% MAC

12. Range of center of gravity (C.G.):

Normal operating C.G.: 22~28%MAC

Front limit of C.G. (with gear retracted, cargo door retracted under belly): 15% MAC;

Rear limit of C.G. (with gear extended, cargo door closed): 30.5% MAC

Note: When the landing gear is retracted with different flight weight, the C.G. of the aircraft is moved forward 2.16~3.3%MAC.

Empty weight C.G. range:

Y7H-500 aircraft (with gear extended): 24±1% MAC .

13. 最大重量:

13. Max. Weight

(单位: 公斤/Unit: kg)

最大滑行重量Max. Taxiing Weight	24150
最大起飞重量Max. Takeoff Weight	24000
最大着陆重量Max. Landing Weight	23500
空机重量 Empty Weight	15450±1%
最大商务载重(包括选装项目重量) Max. Payload (including optional items weight)	5500

14. 水平测量措施

详见飞机水平测量理论图纸: Y7HV-0001-OLL.

14. Leveling means

Refer to aircraft leveling measurement theoretical drawings Y7HV-0001-OLL.

15. 飞行机动载荷系数

机动飞行载荷系数限制:

15. Flight maneuvering load factor

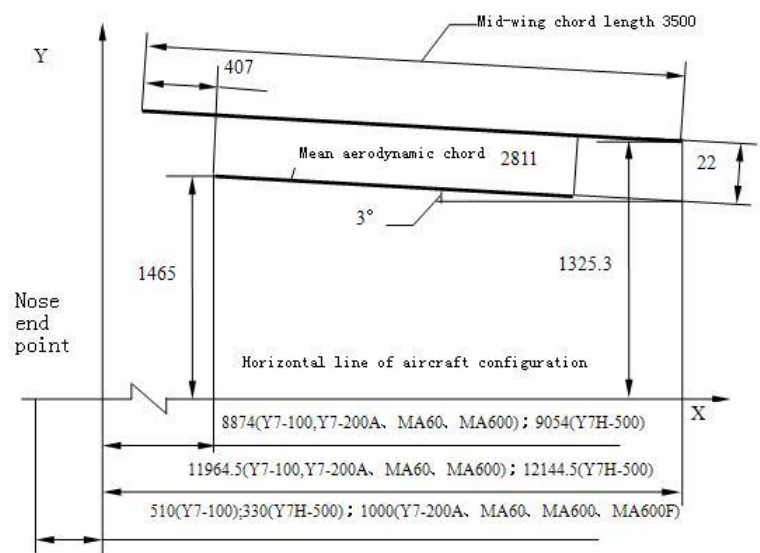
襟翼收上位置时为 $n_f = 2.5, V \leq V_D/M_D$;
襟翼放下位置时为 $n_f = 2.0, V \leq V_F=300$ 公里/小时 (CAS).
两机型气密舱压力限制:
气密舱的强度保证舱内最大工作压力差为29.42KPa(0.3大气压). Maneuvering flight load factor limit:
 $n_f = 2.5, V \leq V_D/M_D$ with flap retracted;
 $n_f = 2.0, V \leq V_F=300$ km/h(CAS) with flap extended.
Airtight cabin pressure limit for two types of aircraft:
The strength of the pressurized cabin ensures that the max. operating differential pressure in the cabin is 29.42KPa (0.3 atmospheric pressure).

16. 平均气动弦长 (MAC)

2.811 米.

16. Mean aerodynamic chord (MAC)

2.811m.



飞机坐标系及平均空气动力弦位置(单位: 毫米)
Aircraft Coordinates and Position of Mean Aerodynamic Chord
(Unit: mm)

17. 最小飞行机组

三人体制, 即正、副驾驶员、机械师。

17. Min. aircrew

Three persons pilot, copilot and mechanic.

18. 最大乘员

驾驶舱不超过 3 人 (包括驾驶员 3 人)。

18. Max. occupants

Y7H-500 aircraft: No more than 3 persons in the cockpit (including 3 aircrews)

19. 最大行李重**量及货舱装载****19. Max. luggage****weight or max.****cargo loading****weight**

(1) 货舱总容积60立方米;

The total volume of the cargo compartment is 60m³

(2) 货舱门可以通过的最大货物尺寸:

The largest size of goods which can pass through the cargo door:

尺寸 dimensions	I	II	III	IV
宽width (m)	1	1.5	2	2.2
高height (m)	1.7	1.6	1.3	1.2

(3) 正常使用时地板载荷限制:

Floor load limit during normal operating

1. 地板区段最大负荷 (kg)

Max. load (kg) at different floor area:

10-17框/frame 10-17-----3100

17-20框/frame 17-20-----5000

20-26框/frame 20-26-----3000

26-33框/frame 26-33-----1500

2. 中部地板 (两滑轨间) 全长范围内地板允许载荷7.8KPa

Allowable load (KPa) at the middle floor (between two-track) is

7.8KPa.

3. 侧部地板 (两滑轨之外) 地板允许载荷 (KPa):

Allowable load (KPa) at the side floor (two-track outwards):

10-17框/frame 10-17-----24.5

17-20框/frame 17-20-----78

20-33框/frame 20-33-----24.5

20. 操纵面运动范围**20. Control Surface****Movement range**

操纵件名称 Control unit	测量点 Measuring Point	偏转方向 Deflection Direction	偏转角度值 Deflection Angle	偏转线位移值 Deflection Line Displacement (mm)
副翼 Aileron	19点左, 右 Point 19 left, right	向上 Upward	24°±1°	110±6
		向下 Downward	16°±1°	73±5.5
副翼调整片 Aileron trim tab	38点左, 右 Point 38 left, right	向上 Upward	7°±1°	21.5±3
		向下 Downward	7°±1°	21.5±3
副翼助力补偿片 Aileron Balancing tab	20点左, 右 Point 20 left, right	向上 Upward	9°30' ^{+30'} _{-1°}	29.2 ^{+2.5} _{-4.0}
		向下 Downward	14°30' ^{+45'} _{-30'}	44.4 ^{+3.5} _{-2.5}

	方向舵 Rudder	7点 Point 7	向左 Leftward	$25^{\circ} \pm 1^{\circ}$	466 ± 20
			向右 Rightward	$25^{\circ} \pm 1^{\circ}$	466 ± 20
	方向舵 调整片 Rudder trim tab	7点 Point 7	向左 Leftward	$19^{\circ} \begin{smallmatrix} +1^{\circ} \\ -3^{\circ} \end{smallmatrix}$	$45 \begin{smallmatrix} +3 \\ -9 \end{smallmatrix}$
			向右 Rightward	$19^{\circ} \begin{smallmatrix} +1^{\circ} \\ -3^{\circ} \end{smallmatrix}$	$45 \begin{smallmatrix} +3 \\ -9 \end{smallmatrix}$
	方向舵弹簧 助力补偿片 Rudder spring balancing tab	7点 Point 7	向左 Leftward	$19^{\circ} \pm 1^{\circ}$	45 ± 3
			向右 Rightward	$19^{\circ} \pm 1^{\circ}$	45 ± 3
	升降舵 Elevator	29点左,右 Point 29 left, right	向上 upward	$30^{\circ} \pm 1^{\circ}$	155 ± 7
			向下 Downward	$15^{\circ} \pm 1^{\circ}$	78.3 ± 6
	升降舵 调整片 Elevator trim tab	30点 Point 30	向上 Upward	$15^{\circ} \pm 1^{\circ}$ ($25^{\circ} \pm 1^{\circ}$)	29 ± 3 (48.7 ± 2)
			向下 Downward	$26^{\circ} \pm 1^{\circ}$ ($20^{\circ} \pm 1^{\circ}$)	50.6 ± 3 (39.1 ± 2)
	内襟翼	44点左,右	起飞 Take-off		
				$15^{\circ} \pm 1^{\circ}$	286 ± 19
	Inner flap	Point 44 left, right	着陆 Landing	$30^{\circ} - 1^{\circ}$ $38^{\circ} - 1^{\circ}$ (备用 /standby)	$567.85 - 19$ $714.4 - 19$
	外襟翼 Outer Flap	21点左,右 Point 21 left, right	起飞 Take-off		
				$15^{\circ} \pm 1^{\circ}$	229 ± 15
			着陆 Landing	$30^{\circ} - 1^{\circ}$ $38^{\circ} - 1^{\circ}$ (备用 /standby)	$452 - 15$ $570 - 15$
		22点左,右 (参考) Point 22 left, right (reference)	起飞 Take-off	$15^{\circ} \pm 1^{\circ}$	330 ± 21
				$30^{\circ} - 1^{\circ}$ $38^{\circ} - 1^{\circ}$ (备用 /standby)	$655 - 21$ $822 - 21$

	驾驶盘 Control Wheel	离开中立位置 Away from the neutral position	拉 杆 Pull		240^{+10}_{-7}
			推 杆 Push		120^{+9}_{-8}
			往 左 leftward	$90^{\circ} \pm 2^{\circ}$	
			往 右 Rightward	$90^{\circ} \pm 2^{\circ}$	
	脚 蹬 Pedal	离开中立位置 Away from the neutral position	向 后 Backward	方向舵 25°	$80^{+10}_{-4.0}$
			向 前 Forward	Rudder 25°	$80^{+10}_{-4.0}$
			向 后 Backward	方向舵 25° Rudder 25°	$100^{+10}_{-4.0}$
			向 前 Forward	助力补偿片 19° Balance tab 19°	$100^{+10}_{-4.0}$

21. 制造序号

Y7H-500: 003

21. Manufacturing

0403

Serial Number

0601、0602、0603、0604、0605

22. 设备

适用的适航规章(见审定基础)所要求的基本设备必须安装在航空器上以满足型号合格审定的要求. 所要求的设备见《Y7HV 型飞机外购成品目录》(Y7HV-HZ840-2/-35/-41)。

22. Equipment

The basic equipment prescribed by applicable CCARs (refer to certification basis) must be installed on the certified aircraft. Refer to “ Y7HV Aircraft Finished Product List (Y7HV-HZ840-2/-35/-41)” .

23. 运行限制

昼间和夜间目视飞行规则飞行；
昼间和夜间仪表飞行规则飞行；
结冰条件运行。

23. Operational

VFR flight at daytime and night;

Limitations

IFR flight at daytime and night;

Icing condition flight.

B V. 批准的技术资料/Approved Technical Documents

序号 No.	技术出版物名称 TP Title	技术出版物编号 TP No.
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1	飞行手册/AFM	Y7HV-AFM-01
2	维修审查委员会报告/MRBR	Y7HV-MRB-03
3	主最低设备清单/MMEL	Y7HV-MMEL-02
4	飞机图纸目录/ADL	Y7HV-HZ500-9

B VI. 注释/Notes

第三部分: Y7-200A 型别技术数据/SECTION C:Model Y7-200A TECHNICAL DATA

C I. 概述/General

1. 产品型别/Model: Y7-200A
2. 批准日期/Approval Date: 1998 年 4 月 29 日/ Apr. 29, 1998

C II. 生产依据/Production Basis

生产厂家/Manufacturer: 中航西飞民用飞机有限责任公司/AVIC XAC COMMERCIAL AIRCRAFT CO., LTD.

生产许可证编号/Production Certificate No.: PC006A

C III. 审定基础/Certification Basis

1985 年 12 月 31 日颁发的《中国民用航空规章第 25 部 运输类飞机适航标准 (CCAR25)》的适用部分, 其中, 下列条款为等效安全条款:

- § 25.607(a) 紧固件, 见问题纪要 A-4;
- § 25.809(b) 应急出口的布置, 见问题纪要 A-7;
- § 25.143(c) 操纵性和机动性总则和 § 25.145(b) 纵向操纵力, 见问题纪要 F-3;
- § 25.671(c) 操纵系统总则, 见问题纪要 SE-1;

Applicable clauses of CCAR25 “Airworthiness Standards: Transport Category Airplanes” issued on Dec. 31, 1985. Equivalent safety findings exist with respect to the following clauses:

- § 25.607(a) Fasteners, refer to Issue Paper A-4;
- § 25.809(b) Emergency exits arrangement, refer to Issue Paper A-7;
- § 25.143(c) General of controllability and maneuverability and
- § 25.145(b) longitudinal control force, refer to Issue Paper F-3;
- § 25.671(c) General of control system, refer to Issue Paper SE-1.

C IV. 技术特性和使用限制/Technical Characteristics and Operational Limitations

- | | |
|------------------------------|--|
| 1. 发动机 | 2 台涡轮螺旋桨发动机, 型号为: PW127J. 发动机生产厂家: 加拿大普惠公司, CAAC 型号认可证号为 VTC105E, 2000 年 07 月 20 日批准。 |
| 1. Engine: | 2 turboprop engines, type: PW127J. Engine manufacturer: Pratt and Whitney Canada Corporation. VTC No. VTC105E issued by CAAC on Jul. 20, 2000. |
| 2. 发动机限制: | 见 PW127J 型发动机维修手册。 |
| 2. Engine limitation: | Refer to MODEL PW127J MAINTENANCE MANUAL (PN: 3043392). |
| 3. 螺旋桨 | 两具全复合材料高效低噪音四叶螺旋桨, 型号: 247F-3. 制造厂家: 美国哈密尔顿公司, CAAC 型号认可证号为: VTC0042P, 2007 年 04 月 23 日批准。 |
| 3. Propeller | 2 sets of full composite material high efficiency low noise |

four-blade propellers, type: 247F-3. Manufacturer: Hamilton Sundstrand Co. in USA. VTC No. VTC0042P issued by CAAC on Apr. 23,2007.

4. 螺旋桨限制:

详见247F-3型螺旋桨维修手册。

4. Propeller limitation:

Refer 247F-3 MAINTENANCE MANUAL (PN:P5205) .

5. 辅助动力装置

1台GTCP36-150(CY)型APU装置,制造厂家: Honeywell.

5. Auxiliary Power Unit

1 Honeywell APU type: GTCP36-150(CY)

6. 燃油	牌号	规范
6. Fuel	Grade	Specifications
	RP-3, Jet A, Jet A-1, AVTUR/FSII.	GB6537-2018 ASTM (D1655) Defence Standard 91-87

7. 燃油量

飞机的最大燃油量为4030公斤。

7. Fuel Capacity

The max. fuel quantity is 4030kg.

软油箱和整体油箱的容量

Capacity of Flexible and Integral Tank

组 号 Group No.	名称 Name	实用容量 (升) Utility Capacity(L)	重量(公斤)(比重 0.775克/立方厘米) Weight(kg)(density 0.775 g/cm³)
I 组 Group I	软油箱 Flexible tank	1440	1116
II 组 Group II	整体油箱 Integral tank	2400	1860
III组 Group III	值班油箱 (整体油箱内) On-duty Tank(in the integral tank)	1360	1054
合 计 Total		5200	4030

注：燃油箱实用容量指扣除3%膨胀空间后的容积

Note: The utility capacity of the fuel tank is the volume after deducting the 3% expansion space.

牌号	规范
Grade	Specifications

8. 滑油 8. Oil	Aero Shell Turbine Oil 500 Royco Turbine Oil 500 Mobil Jet Oil II Castrol 5000 BP Turbo Oil 2380/Exxon Turbo Oil 2380等/etc MIL-PRF-23699F, Type II MIL-PRF-23699, Type II
9. 滑油容量 9. Oil Capacity	飞机上的发动机的滑油系统总容积为46 lb(20.9kg)。 The total volume of the aircraft engine oil system is 46 lb (20.9kg). 滑油可选用。 Oil type is optional. 最大滑油消耗量: 0.5 lb/h. Max. oil consumption: 0.5 lb/h.
10. 空速限制(CAS) 10. Airspeed Limits (CAS)	(1) $V_{MO} = 420\text{km/h}(227 \text{ kn})$ $M_{MO} = 0.52M$ (2) $V_A = 315\text{km/h}(170 \text{ kn})$ (3) $V_{FE} = 315\text{km/h}(170 \text{ kn})$ 5° 襟翼/5° of flap 300km/h(162 kn) 15° 襟翼/15° of flap 300km/h(162 kn) 30° 襟翼/30° of flap (4) $V_{LO}/V_{LE} = 300\text{km/h}(162 \text{ kn})$ (5) $V_D = 540\text{km/h}(292 \text{ kn})$ $M_D = 0.6$ (6) 起飞着陆/Takeoff and landing: 顺风/Tail Wind, 5m/s 最大平均跑道坡度/Maximum average runway slope $\pm 2\%$
11. 最大使用高度 11. Max. operating altitude	6120米。(在特殊情况下允许使用至7620 米) 6,120 meters. (Permitted to 7,620 m in special condition.)
12. 重心范围 12. Range of Center of Gravity (C.G.)	正常使用重心 Normal operating C.G 22~28% MAC 重心前极限(起落架收上) Front Limit of C.G. (with gear retracted) 15%MAC 重心后极限(起落架放下) Rear limit of C.G. (with gear extended) 31%MAC 注: 飞机在不同飞行重量下收上起落架时,将使飞机重心向前移动: 2.16~3.3% MAC Note: The aircraft C.G. will move forward 2.16~3.3%MAC when the landing gear is retracted with different flight weight. 空机重心范围(起落架放下) 21±1%MAC Empty weight C.G. range (with gear extended) 21±1%MAC

13. 最大重量(公斤) 13. Max. weight (kg)	最大滑行重量 Max. taxiing weight	21900
	最大起飞重量 Max. takeoff weight	21800
	最大着陆重量 Max. landing weight	21600
	空机重量 Empty weight	13900
	最大商务载重(包括选装项目重量) Max. payload (including optional items)	5500

14. 飞行机动载荷系数	襟翼收起: flap retracted	+2.52 g
14 Flight maneuvering		-1.0 g
load factor	襟翼放下: flap extended	+2.0 g
		0.0 g

15. 水平测量措施	水平测量理论图纸: Y7III-0001-0LL.
15. Leveling means	Refer to aircraft leveling theoretical drawings Y7III-0001-0LL

16. 平均气动弦长 (MAC)	2.811 米。
16. Mean aerodynamic chord (MAC)	2.811 meters.

17. 最小飞行机组	2人体制,正、副驾驶员。
17. Min. aircrew	2 persons: pilot and copilot.

18. 最大乘员	飞机驾驶舱不超过3人(包括驾驶员2人),56名旅客和2名乘务员。
18. Max. occupants	No more than 3 persons in the cockpit (including 2 pilots), 56 passengers and 2 attendants

19. 最大行李重量及货舱装载

19. Max. Luggage
Weight and Cargo
Compartment Load

货舱 Cargo compartment	货舱尺寸(米) Cargo compartment dimensions (m)	体积 Volume	面积 area	允许载重 Allowable load

	高 height	长 length	宽 width	(米 ³) (m ³)	(米 ²) (m ²)	(公斤) (kg)
前货舱 Front cargo	1.8	1.5	2×0.95	5	2.8	650
后货舱 Rear cargo	1.35	1.15	1.85	2.87	2.1	550

20. 操纵面运动范围
20. Moving Range of
Control Surface

操纵件 名称 Control Unit	测量点 Measuring Point	偏转方向 Deflection Direction	偏转角度值 Deflection Angle	偏转线 位移值 Deflection line Displacement (mm)
副翼 Aileron	19点左,右 Point 19 left, right	向上 Upward	24° ±1°	110±6
		向下 Downward	16° ±1°	73±5.5
副翼调整片 Aileron trim tab	38点左,右 Point 38, left right	向上 Upward	7° ±1°	21.5±3
		向下 Downward	7° ±1°	21.5±3
副翼助力补偿片 Aileron balancing tab	20点左,右 Point 20 left, right	向上 Upward	9° 30' ^{+30'} _{-1°}	29.2 ^{+2.5} _{-4.0}
		向下 Downward	14° 30' ^{+45'} _{-30'}	44.4 ^{+3.5} _{-2.5}
方向舵 Rudder	7点 Point 7	向左 Leftward	25° ±1°	466±20
		向右 Rightward	25° ±1°	466±20
方向舵调整片 Rudder trim tab	7点 Point 7	向左 Leftward	19° ^{+1°} _{-3°}	45 ⁺³ ₋₉
		向右 Rightward	19° ^{+1°} _{-3°}	45 ⁺³ ₋₉
方向舵弹	7点 Point 7	向左 Leftward	19° ±1°	45±3

	簧助力补偿片Rudder spring balancing tab		向右 Rightward	19° ±1°	45±3
升降舵 Elevator	29点左, 右 Point 29 left, right	向上 Upward	30° ±1°	155±7	
		向下 Downward	15° ±1°	78.3±6	
升降舵调整片 Elevator trim tab	30点 Point 30	向上 Upward	20° ±1°	39±3	
		向下 Downward	28 ^{°+0°} _{-2.0°}	54.4 ⁰ _{-4.0}	
内襟翼 Inner flap	44点左, 右 Point 44 left, right	起飞进场 Takeoff approach	5° ±1°	95.6±19	
			15° ±1°	286±19	
		着陆 Landing	30° - 1°	567.85_ 19	

外襟翼 Outer flap	21点左, 右 Point 21 left, right	起飞进场 Taking off	5° ±1°	76.5±15
			15° ±1°	229±15
		着陆 Landing	30° - 1°	452_ 15
	22点左, 右 (参考) Point 22 left, right (reference)	起飞进场 Take off approach	5° ±1°	110±21
			15° ±1°	330±21
		着陆 Landing	30° - 1°	655_ 21

21. 制造序号 0001、0003
21. Manufacturing Serial Number 0001、0003

22. 设备 适用的适航规章(见审定基础)所要求的基本设备必须安装在航空器上以满足型号合格审定的要求. 所要求的设备见《Y7-200A 型飞机外购成品目录(Y7III-HZ840-56)》。

22. Equipment The basic equipment prescribed by applicable CCARs (refer to certification basis) must be installed on the certified aircraft. Refer to “Y7-200A Aircraft Finished Product List (Y7III-HZ840-56)” for required Equipment.

23. 运行限制 昼间和夜间目视飞行规则飞行；
昼间和夜间仪表飞行规则飞行；
结冰条件运行。

23. Operational Limitations VFR flight at daytime and night;
IFR flight at daytime and night;
Icing condition flight.

C V. 批准的技术资料/Approved Technical Documents

序号 No.	技术出版物名称 TP Title	技术出版物编号 TP No.	版次 Revision	备注 Note
1	飞行手册/AFM	Y7III-AFM-01		
2	维修审查委员会报告/MRBR	Y7III-MRB-03		
3	主最低设备清单/MMEL	Y7III-MMEL-02		

C VI. 注释/Notes

第四部分: MA60 型别技术数据/SECTION D:Model MA60 TECHNICAL DATA

D I. 概述/General

1. 产品型别/Model: MA60
2. 批准日期/Approval Date: 2000 年 6 月 22 日/Jun. 22, 2000

D II. 生产依据/Production Basis

生产厂家/Manufacturer: 中航西飞民用飞机有限责任公司/AVIC XAC COMMERCIAL AIRCRAFT CO., LTD.

生产许可证编号/Production Certificate No.: PC006A

D III. 审定基础/Certification Basis

MA60 由 Y7-200A 衍生而来, 更改部分审定基础如下, 未更改部分沿用 Y7-200A 审定基础。

MA60 was derived from Y7-200A. The certification basis of the modified part is as follows. The unmodified parts still remained the certification basis of Y7-200A.

a) 《运输类飞机适航标准》(CCAR-25-R2, 1995 年 12 月 18 日颁发) 适用的条款:

25. 27, 25. 29, 25. 119, 25. 121 (b) (c) (d), 25. 305 (a) (b) (c) (d), 25. 307 (a) (c) (d), 25. 561, 25. 581 (a) (b) (c), 25. 603, 25. 605, 25. 609, 25. 619, 25. 621, 25. 623, 25. 625, 25. 631, 25. 697 (a) (b) (d), 25. 699 (a) (b) (c), 25. 771 (a) (e), 25. 785 (b) (c) (d) (e) (f) (3) (g) (h) (6) (i) (j), 25. 787, 25. 789 (a), 25. 791, 25. 803, 25. 805 (a) (b), 25. 807 (a), 25. 809, 25. 811 (a) (b) (c), 25. 812 (c), 25. 843 (b) (4), 25. 853 (a) (c), 25. 901 (b) (1) (i) (ii) (c), 25. 903 (a) (1) (d) (1), 25. 939 (a), 25. 1041, 25. 1043, 25. 1045, 25. 1301 (a) (b) (c) (d), 25. 1307 (a) (c), 25. 1309 (a) (b) (c), 25. 1316, 25. 1321 (a) (d), 25. 1322 (a) (b), 25. 1357 (a) (b) (c) (d) (e), 25. 1431 (a) (c), 25. 1455, 25. 1457 (a) (b) (c) (d) (e) (f), 25. 1523 (a) (b), 25. 1529, 25. 1557.

以下等效安全条款与 Y7-200A 一致:

§ 25. 607 (a) 紧固件, 见问题纪要 A-4;

§ 25. 809 (b) 应急出口的布置, 见问题纪要 A-7;

§ 25. 143 (c) 操纵性和机动性总则和 § 25. 145 (b) 纵向操纵力, 见问题纪要 F-3;

§ 25. 671 (c) 操纵系统总则, 见问题纪要 SE-1。

“Airworthiness Standards: Transport Category Airplanes” (CCAR-25-R2, issued on Dec. 18, 1995), applicable sections:

25. 27, 25. 29, 25. 119, 25. 121 (b) (c) (d), 25. 305 (a) (b) (c) (d), 25. 307 (a) (c) (d), 25. 561, 25. 581 (a) (b) (c), 25. 603, 25. 605, 25. 609, 25. 619, 25. 621, 25. 623, 25. 625, 25. 631, 25. 697 (a) (b) (d), 25. 699 (a) (b) (c), 25. 771 (a) (e), 25. 785 (b) (c) (d) (e) (f) (3) (g) (h) (6) (i) (j), 25. 787, 25. 789 (a), 25. 791, 25. 803, 25. 805 (a) (b), 25. 807 (a), 25. 809, 25. 811 (a) (b) (c), 25. 812 (c), 25. 843 (b) (4), 25. 853 (a) (c), 25. 901 (b) (1) (i) (ii) (c), 25. 903 (a) (1) (d) (1), 25. 939 (a), 25. 1041, 25. 1043, 25. 1045, 25. 1301 (a) (b) (c) (d), 25. 1307 (a) (c), 25. 1309 (a) (b) (c), 25. 1316, 25. 1321 (a) (d), 25. 1322 (a) (b), 25. 1357 (a) (b) (c) (d) (e), 25. 1431 (a) (c), 25. 1455, 25. 1457 (a) (b) (c) (d) (e) (f), 25. 1523 (a) (b), 25. 1529, 25. 1557.

- All the following equivalent safety findings are the same as the Y7-200A:
- § 25.607(a) Fasteners, refer to Issue Paper A-4;
 - § 25.809(b) Emergency exits arrangement, refer to Issue Paper A-7;
 - § 25.143(c) General of controllability and maneuverability and § 25.145(b) longitudinal control force, refer to Issue Paper F-3;
 - § 25.671(c) General of control system, refer to Issue Paper SE-1.
- b) 水上迫降 (可选)
- 《运输类飞机适航标准》(CCAR-25-R3, 2001 年 5 月 14 日第三次修订): 25.563, 25.801, 25.807, 25.1411, 25.141, 25.1561。2007 年 4 月 3 日批准。
- Ditching (Optional)
- “Airworthiness Standards: Transport Category Airplanes” (CCAR-25-R3, Revision 3 on May 14, 2001): 25.563, 25.801, 25.807, 25.1411, 25.1415, 25.1561. This configuration was approved on Apr. 3, 2007.
- c) 《运输类飞机的持续适航和安全改进规定》(CCAR-26, 2011 年 11 月 7 日颁发) 适用的条款:
- 26.33, 26.41, 26.45(a) (b) (c) (d) (e)
- “Continued Airworthiness and Safety Improvements for Transport Category Airplanes” (CCAR-26, Issued on Nov. 7, 2011), applicable sections:
- 26.33, 26.41, 26.45(a) (b) (c) (d) (e).
- d) 《涡轮发动机飞机燃油排泄和排气排出物规定》(CCAR-34, 2002 年 3 月 20 日颁发) 适用部分。
- The applicable sections of “Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes” (CCAR-34, Issued on March 20, 2002).
- e) 《航空器型号和适航合格审定噪声规定》(CCAR-36-R1, 2007 年 04 月 15 日第一次修订) 适用部分。
- The applicable sections of “Noise Standards: Aircraft Type and Airworthiness Certification” (CCAR-36-R1, Revision 1 on April 15, 2007).

D IV. 技术特性和使用限制/Technical Characteristics and Operational Limitations

- (1) 发动机/Engine 2 台涡轮螺旋桨发动机, 型号为: PW127J. 发动机生产厂家: 加拿大普惠公司, CAAC 型号认可证号为 VTC105E, 2000 年 07 月 20 日批准。
- 2 turboprop engines, type: PW127J. Engine manufacturer: Pratt and Whitney Canada Corporation. VTC No. VTC105E issued by CAAC on Jul. 20, 2000.
- (2) 发动机限制/Engine limitation 见 PW127J 型发动机维修手册。
- Refer to MODEL PW127J MAINTENANCE MANUAL (PN: 3043392).

- (3) 螺旋桨
/Propeller

两具全复合材料高效低噪音四叶螺旋桨，型号：247F-3. 制造厂家：美国哈密尔顿公司,CAAC型号认可证号为：VTC0042P, 2007 年 04 月 23 日批准。

2 sets of full composite material high efficiency low noise four-blade propellers, type: 247F-3. Manufacturer: Hamilton Sundstrand Co. in USA. VTC No.VTC0042P issued by CAAC on Apr. 23, 2007.
- (4) 螺旋桨限制/
Propeller
limitation

详见247F-3型螺旋桨维修手册。
Refer 247F-3 MAINTENANCE MANUAL (PN: P5205).
- (5) 辅助动力装置
/Auxiliary Power
Unit

1台GTCP36-150 (CY) 型APU装置,制造厂家：Honeywell.
1 Honeywell APU type: GTCP36-150 (CY).

(6) 燃油/Fuel	牌号 Grade	规范 Specifications
	RP-3, Jet A, Jet A-1, AVTUR/FSII.	GB6537-2018 ASTM (D1655) Defence Standard 91-87

- (7) 燃油量/Fuel
Capacity

最大燃油量为4030公斤。
The max. fuel quantity is 4030kg.

软油箱和整体油箱的容量

Capacity of Flexible and Integral Tank

组 号 Group No.	名称 Name	实用容量(升) Utility Capacity(Liter)	重 量 (公 斤)(比 重 0.775克/立方厘米) Weight(kg) (density 0.775 g/cm³)
I 组 Group I	软油箱 Flexible tank	1440	1116
II 组 Group II	整体油箱 Integral tank	2400	1860

III 组 Group III	值班油箱 (整体油箱内) On-duty Tank (in the integral tank)	1360	1054
合 计 Total		5200	4030

注：燃油箱实用容量指扣除3%膨胀空间后的容积

Note: The utility capacity of the fuel tank is the volume after deducting the 3% expansion space.

(8) 滑油/Oil

牌号 Grade	规范 Specifications
Aero Shell Turbine Oil 500 Royco Turbine Oil 500 Mobil Jet Oil II Castrol 5000 BP Turbo Oil 2380/Exxon Turbo Oil 2380等/etc	MIL-PRF-23699F, Type II MIL-PRF-23699, Type II

(9) 滑油容量/Oil Capacity

飞机上的发动机的滑油系统总容积为：46 lb (20.9kg).

The total volume of the aircraft engine oil system is 46 lb (20.9kg).

滑油可选用。

Oil type is optional.

最大滑油消耗量：0.5 lb/h.

Max. oil consumption: 0.5 lb/h.

(10) 空速限制(CAS) /Airspeed Limits (CAS)

(1) $V_{M0} = 420\text{km/h}$ (227 kn) $M_{M0} = 0.52M$

(2) $V_A = 315\text{km/h}$ (170 kn)

(3) $V_{FE} = 315\text{km/h}$ (170 kn) 5° 襟翼/5° of flap
300km/h (162 kn) 15° 襟翼/15° of flap
300km/h (162 kn) 30° 襟翼/30° of flap

(4) $V_{L0}/V_{LE} = 300\text{km/h}$ (162 kn)

(5) $V_D = 540\text{km/h}$ (292 kn) $M_D = 0.6$

(6) 起飞着陆/Takeoff and landing:

顺风/Tail Wind, 5m/s

最大平均跑道坡度/Maximum average runway slope $\pm 2\%$

(11) 最大使用高度 /Max. operating

6120米（在特殊情况下允许使用至7620 米）。

6,120 meters. (Permitted to 7,620 m in special condition.)

altitude

(12) 重心范围/Range
of Center of
Gravity (C.G.)

正常使用重心 Normal operating C.G	22~28% MAC
重心前极限 (起落架收 上) Front Limit of C.G. (with gear retracted)	15%MAC
重心后极限 (起落架放 下) Rear limit of C.G. (with gear extended)	31%MAC
空机重心范围 (起落架放 下) Empty weight C.G. range (with gear extended)	21±1%MAC
注: 飞机在不同飞行重量下收上起落架时, 将使飞机重心向前 移动: 2.16~3.3% MAC Note: The aircraft C.G. will move forward 2.16~3.3%MAC when the landing gear is retracted with different flight weight.	

(13) 最大重量 (公斤)
/Max. weight (kg)

项目	重量
最大滑行重量 Max. taxiing weight	21900
最大起飞重量 Max. takeoff weight	21800
最大着陆重量 Max. landing weight	21600
空机重量 Empty weight	13900
最大商务载重 (包括选装 项目重量) Max. payload (including optional items)	5500

(14) 飞行机动载荷系数
/Flight
maneuvering load
factor

襟翼收起: flap retracted	+2.52 g
	-1.0 g
襟翼放下: flap extended	+2.0 g
	0.0 g

(15) 水平测量措施
/Leveling means

水平测量理论图纸: Y7III-0001-0LL.
Refer to aircraft leveling theoretical drawings Y7III
-0001-0LL.

(16) 平均气动弦长

2.811 米.

- (MAC) /Mean aerodynamic chord (MAC) 2.811meters.
- (17) 最小飞行机组 /Min. aircrew 2人体制,正、副驾驶员。
2 persons: pilot and copilot.
- (18) 最大乘员/Max. occupants 驾驶舱不超过3人(包括驾驶员2人),56名旅客和2名乘务员。
No more than 3 persons in the cockpit (including 2 pilots), 56 passengers and 2 attendants.

(19) 最大行李重量及货舱装载/Max. Luggage Weight and Cargo Compartment Load

货舱 Cargo compartment	货舱尺寸(米) Cargo compartment dimensions (m)			体积 Volume	面积 area	允许载重 Allowable load
	高 height	长 length	宽 width	(米 ³) (m ³)	(米 ²) (m ²)	(公斤) (kg)
前货舱 Front cargo	1.8	1.5	2×0.95	5	2.8	650
后货舱 Rear cargo	1.35	1.15	1.85	2.87	2.1	550

(20) 操纵面运动范围 /Moving Range of Control Surface

操纵件名称 Control Unit	测量点 Measuring Point	偏转方向 Deflection Direction	偏转角度值 Deflection Angle	偏转线位移值 Deflection line Displacement (mm)
副翼 Aileron	19点左,右 Point 19 left, right	向上 Upward	24° ±1°	110±6
		向下 Downward	16° ±1°	73±5.5
副翼调整片 Aileron trim tab	38点左,右 Point 38, left right	向上 Upward	7° ±1°	21.5±3
		向下 Downward	7° ±1°	21.5±3
副翼助力补偿片	20点左,右	向上 Upward	9° 30' ^{+30'} _{-1°}	29.2 ^{+2.5} _{-4.0}

Aileron Balancing tab	Point 20 left, right	向下 Downward	$14^{\circ}30'_{-30}'^{+45}'$	$44.4_{-2.5}^{+3.5}$
方向舵 Rudder	7点 Point 7	向左 Leftward	$25^{\circ} \pm 1^{\circ}$	466 ± 20
		向右 Rightward	$25^{\circ} \pm 1^{\circ}$	466 ± 20
方向舵调 整片 Rudder trim tab	7点 Point 7	向左 Leftward	$19^{\circ} \pm 1^{\circ}_{-3^{\circ}}$	45_{-9}^{+3}
		向右 Rightward	$19^{\circ} \pm 1^{\circ}_{-3^{\circ}}$	45_{-9}^{+3}
方向舵弹 簧助力补 偿片 Rudder spring balancing tab	7点 Point 7	向左 Leftward	$19^{\circ} \pm 1^{\circ}$	45 ± 3
		向右 Rightward	$19^{\circ} \pm 1^{\circ}$	45 ± 3
升降舵 Elevator	29点左,右 Point 29 left, right	向上 Upward	$30^{\circ} \pm 1^{\circ}$	155 ± 7
		向下 Downward	$15^{\circ} \pm 1^{\circ}$	78.3 ± 6
升降舵调 整片 Elevator trim tab	30点 Point 30	向上 Upward	$20^{\circ} \pm 1^{\circ}$	39 ± 3
		向下 Downward	$28^{\circ} \pm 2.0^{\circ}$	$54.4_{-4.0}^0$
内襟翼 Inner flap	44点左,右 Point 44 left, right	起飞进场 Takeoff approach	$5^{\circ} \pm 1^{\circ}$	95.6 ± 19
			$15^{\circ} \pm 1^{\circ}$	286 ± 19
		着陆 Landing	$30^{\circ} \pm 1^{\circ}$	567.85_{-19}
外襟翼 Outer flap	21点左,右 Point 21 left, right	起飞进场 Taking off	$5^{\circ} \pm 1^{\circ}$	76.5 ± 15
			$15^{\circ} \pm 1^{\circ}$	229 ± 15
		着陆 Landing	$30^{\circ} \pm 1^{\circ}$	452_{-15}
	22点左,右	起飞进场	$5^{\circ} \pm 1^{\circ}$	110 ± 21

		(参考) Point 22	Take off approach	15° ±1°	330±21
		left, right (reference)	着陆 Landing	30° _{-1°}	655 ₋₂₁

(21) 制造序号	0101	0102	0103	0105				
/Manufacturing	0302	0303	0304	0305				
Serial Numbers	0402	0403	0406	0407	0408			
	0409	0410						
	0501	0502	0503	0504	0505	0506	0507	0508
	0509	0510						
	0601	0602	0603	0604	0605	0606	0608	0609
	0610							
	0701	0703	0704	0705	0706	0707	0708	
	0709	0710	0711	0712	0714	0715		
	0801	0802	0803	0804	0805	0806	0807	0808
	0809	0810	0811	0814	0815			
	0901	0902	0903	0904	0905	0911	0912	0913
	0914	0915						
	1002	1003	1004	1005	1007	1010		
	1103	1104	1108	1109				
	1009	1101	1102	1107	1201	0702		
	1006	1105						
	1106							
	1202	1203	1207	1208				
	1110	1206						
	1303							
	1307	1310						
	1403	1404	1405					

(22) 设备/Equipment	适用的适航规章(见审定基础)所要求的基本设备必须安装在航空器上以满足型号合格审定的要求. 所要求的设备见《MA60 型飞机外购成品目录(Y7III-HZ840-136)》。 The basic equipment prescribed by applicable CCARs (refer to certification basis) must be installed on the certified aircraft. Refer to “MA60 Aircraft Finished Product List (Y7III-HZ840-136)” for required Equipment.
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(23) 运行限制/ Operational	昼间和夜间目视飞行规则飞行； 昼间和夜间仪表飞行规则飞行；
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Limitations

结冰条件运行;

MA60 型飞机具备《MA60 型飞机 飞行手册(No. MA60-AFM-01)》中应急程序 4.5.3 节规定的水上迫降能力。

VFR flight at daytime and night ;

IFR flight at daytime and night;

Icing condition flight;

MA60 is capable for ditching according to the requirement specified in emergency procedures 4.5.3 of “MA60 Aircraft Flight Manual (No. MA60-AFM-01)” .

D V. 批准的技术资料/Approved Technical Documents

序号 No.	技术出版物名称 TP Title	技术出版物编号 TP No.	版次 Revision	备注 Note
1	MA60 飞行手册/AFM	MA60-AFM-01	32 版及以后经批准的版本 Version 32 and later approved	
2	MA60 结构修理手册/SRM	TP221A01	12 版及以后经批准的版本 Version 12 and later approved	
3	审定维修要求和适航性限制/CMR and ALS	TP103A01	10 版及以后经批准的版本 Version 10 and later approved	见维修计划文件第九章 Refer to Chapter 9 of the maintenance plan document
4	重量平衡手册/WBM	TP431A01-AAA-BBB	AAA 表示用户代码,BBBB 表示飞机生产架次。The meaning of AAA is user code, the meaning of BBBB is aircraft Serial Number	

D VI. 注释/Notes:

注释 1. 在MA60 型飞机客机的基础上,改进发展了多用途飞机,并且取得了CAAC颁发的STC, 这些多用途飞机包括:MA60型飞机增加人工增雨功能 (STC049-XB, 2013年2月6日申请, 2015年8月14日批准), MA60飞机H状态 (STC058-XB, 2013年4月3日申请, 2016年4月14

日批准),MA60飞机遥感平台基本型(STC090-XB,2015年6月4日申请,2017年12月28日批准)。

NOTE 1. Based on the MA60 aircraft, a series of multi-purpose aircraft have been developed, and achieved STC from CAAC. These multi-purpose aircraft are MA60 aircraft added artificial precipitation function(STC049-XB, Applied on Feb.6,2013. Approved on Aug.14,2015),MA60 aircraft H status(STC058-XB, Applied on Apr.3,2013. Approved on Apr.14,2016),MA60 aircraft basic configuration of remote sensing platform (STC090-XB, Applied on Jun.4,2015. Approved on Dec.28,2017).

D VII. MA60-100(MA60 型飞机增加人工增雨功能,MA60 aircraft added artificial precipitation function)

1. 概述/General

MA60-100 是在 MA60 飞机基础上贯彻经 CAAC 批准的设计更改的飞机,是限用类飞机,不构成新型别,是 MA60 型飞机的一种构型。见注释 1、2、3。

The MA60-100 is an aircraft that carries out the design changes approved by CAAC on the basis of the MA60 aircraft, is a restricted aircraft, does not constitute a new model. It is a configuration of the MA60 aircraft. See notes 1,2,3.

批准日期/Approval Date: : 2018 年 12 月 14 日/Dec.14,2018

2. 审定基础/Certification Basis

MA60-100 由 MA60 更改而来,更改部分审定基础如下,未更改部分沿用 MA60 审定基础。

MA60-100 was modified from MA60. The certification basis of the modified part is as follows. The unmodified parts still remained the certification basis of MA60.

a) 《运输类飞机适航标准》(CCAR-25-R4,2011 年 11 月 7 日第四次修订)适用条款:

25.1(a)(b),25.21(a),25.23(a)(b),25.29(a)(b),25.143(a),25.301(a)(b)(c),25.303,25.305(a)(b)(c),25.307(a)(d),25.321(a)(b)(c)(d),25.331(a)(b)(c),25.333(a)(b),25.335(a)(b)(c)(d)(e),25.341(a)(b),25.343(a)(b),25.345(a)(b)(c)(d),25.349(a)(b),25.351(a)(b)(c)(d),25.365(a)(b)(d)(e)(f)(g),25.367(a)(b),25.371,25.427(b),25.471(a)(b)(c),25.473(a)(b)(c)(d)(e),25.477,25.479(a)(c)(d),25.481(a)(c),25.483(a)(b),25.485(a)(b),25.487(a)(b),25.489,25.491,25.493(b)(c)(e),25.495,25.499(a)(b)(c)(d)(e),25.503(a)(b),25.507(a)(b),25.509(a)(c)(d),25.511(a)(b)(c)(d)(e)(f),25.519(a)(b)(c),25.561(a)(b)(c)(d),25.562,25.571(a)(b)(c),25.581(a)(b),25.601,25.603(a)(b)(c),25.607(a)(b)(c),25.609(a)(b),25.611(a)(b),25.619(a)(b)(c),25.621(a)(b)(c)(d),25.623(a)(b),25.625(a)(b)(c)(d),25.629(a)(b),25.785(d),25.789(a)(b),25.803(a),25.807(g),25.813(a)(b),25.815,25.831(a)(b),25.851(a)(1)(5)(6)(7)(8),25.853(a)(c),25.869(a)(c),25.899(a)(b),25.1301(a)(b),25.1307(c),25.1309(a)(b)(c)(d)(f),25.1316(a)(b)(c),25.1321(a),25.1322(a),25.1351(a),25.1353(a)(c),25.1357(a)(c),25.1360(a)(b),25.1421,25.1423(a)(b)(c)(d)(e)(f)(g),25.1431(a)(b)(c)(d),25.1447(a)(b),25.1529,25.1541,25.1581(a)(b),25.1583,25.1585(a),25.1587,25.1701(a)(b),25.1703(a)(b),25.1707(a)(b)(c)(d)(i)(j)(k)(l),25.1709(a)(b),25.1711(a)(b)(c)(d)(e),25.1713(c),25.1715(a)(b),25.1717,25.1719,25.1721(a)(b)(c)。

“Airworthiness Standards: Transport Category Airplanes” (CCAR-25-R4, Revision 4 on Nov. 7, 2011), applicable sections:

25. 1(a) (b), 25. 21(a), 25. 23(a) (b), 25. 29(a) (b), 25. 143(a), 25. 301(a) (b) (c), 25. 303, 25. 305(a) (b) (c), 25. 307(a) (d), 25. 321(a) (b) (c) (d), 25. 331(a) (b) (c), 25. 333(a) (b), 25. 335(a) (b) (c) (d) (e), 25. 341(a) (b), 25. 343(a) (b), 25. 345(a) (b) (c) (d), 25. 349(a) (b), 25. 351(a) (b) (c) (d), 25. 365(a) (b) (d) (e) (f) (g), 25. 367(a) (b), 25. 371, 25. 427(b), 25. 471(a) (b) (c), 25. 473(a) (b) (c) (d) (e), 25. 477, 25. 479(a) (c) (d), 25. 481(a) (c), 25. 483(a) (b), 25. 485(a) (b), 25. 487(a) (b), 25. 489, 25. 491, 25. 493(b) (c) (e), 25. 495, 25. 499(a) (b) (c) (d) (e), 25. 503(a) (b), 25. 507(a) (b), 25. 509(a) (c) (d), 25. 511(a) (b) (c) (d) (e) (f), 25. 519(a) (b) (c), 25. 561(a) (b) (c) (d), 25. 562, 25. 571(a) (b) (c), 25. 581(a) (b), 25. 601, 25. 603(a) (b) (c), 25. 607(a) (b) (c), 25. 609(a) (b), 25. 611(a) (b), 25. 619(a) (b) (c), 25. 621(a) (b) (c) (d), 25. 623(a) (b), 25. 625(a) (b) (c) (d), 25. 629(a) (b), 25. 785(d), 25. 789(a) (b), 25. 803(a), 25. 807(g), 25. 813(a) (b), 25. 815, 25. 831(a) (b), 25. 851(a) (1) (5) (6) (7) (8), 25. 853(a) (c), 25. 869(a) (c), 25. 899(a) (b), 25. 1301(a) (b), 25. 1307(c), 25. 1309(a) (b) (c) (d) (f), 25. 1316(a) (b) (c), 25. 1321(a), 25. 1322(a), 25. 1351(a), 25. 1353(a) (c), 25. 1357(a) (c), 25. 1360(a) (b), 25. 1421, 25. 1423(a) (b) (c) (d) (e) (f) (g), 25. 1431(a) (b) (c) (d), 25. 1447(a) (b), 25. 1529, 25. 1541, 25. 1581(a) (b), 25. 1583, 25. 1585(a), 25. 1587, 25. 1701(a) (b), 25. 1703(a) (b), 25. 1707(a) (b) (c) (d) (i) (j) (k) (l), 25. 1709(a) (b), 25. 1711(a) (b) (c) (d) (e), 25. 1713(c), 25. 1715(a) (b), 25. 1717, 25. 1719, 25. 1721(a) (b) (c).

- b) 《运输类飞机的持续适航和安全改进规定》(CCAR-26, 2011 年 11 月 7 日颁发) 适用的条款:

26. 47(a) (b) (c) (d)。

“Continued Airworthiness and Safety Improvements for Transport Category Airplanes” (CCAR-26, issued on Nov. 7, 2011), applicable sections:

26. 47(a) (b) (c) (d)。

- c) 加装人工增雨系统专用条件: SC-25-001。

Special conditions for installing artificial precipitation system:
SC-25-001.

3. 生产依据/Production Basis

生产厂家/Manufacturer: 中航西飞民用飞机有限责任公司/AVIC XAC COMMERCIAL AIRCRAFT CO., LTD.

生产许可证编号/Production Certificate No.: PC006A

4. 技术特性和使用限制/Technical Characteristics and Operational Limitations

除下列条目更新外, 其余技术特性与 D IV 节中所列内容保持一致。

(1) 燃油量/Fuel

飞机的最大燃油量为4030公斤。

Capacity

The max. fuel quantity is 4030kg.

软油箱和整体油箱的容量

Capacity of Flexible and Integral Tank

组 号 Group No.	名称 Name	实用容量(升) Utility Capacity(Liter)	重 量 (公 斤)(比 重 0.775克/立方厘米) Weight(kg) (density 0.775 g/cm³)
I 组 Group I	软油箱 Flexible tank	1440	1116
II 组 Group II	整体油箱 Integral tank	2400	1860
III 组 Group III	值班油箱 (整体油 箱内) On-duty Tank(in the integral tank)	1360	1054
合 计 Total		5200	4030

注：燃油箱实用容量指扣除3%膨胀空间后的容积

Note: The utility capacity of the fuel tank is the volume after deducting the 3% expansion space.

(2) 最大重量(公斤)
/Max. weight (kg)

项目	重量
最大滑行重量 Max.taxiing weight	21900
最大起飞重量 Max.takeoff weight	21800
最大着陆重量 Max.landing weight	21600
空机重量Empty weight	15070
最大商务载重(包括选装 项目重量) Max.payload(including optional items)	4250

(3) 水平测量措施
/Leveling means

水平测量理论图纸：Y7III-0001-0ELL.
Refer to aircraft leveling theoretical drawings Y7 III-0001-0ELL.

(4) 最大乘员/Max.
occupants

驾驶舱不超过3人(包括驾驶员2人)，任务作业人员不超过14名。
There are no more than 3 people in the cockpit (including 2 pilots) and no more than 14 mission operator.

(5) 最大行李重量及货 无货舱

- 舱装载/Max. Luggage Weight and Cargo Compartment Load** No Cargo.
- (6) **制造序号 /Manufacturing Serial Numbers** 1006 1105
- (7) **设备/Equipment** 适用的适航规章(见审定基础)所要求的基本设备必须安装在航空器上以满足型号合格审定的要求。所要求的设备见《MA60型飞机增加人工增雨功能外购成品目录(Y7III-HZ840-560)》
The basic equipment prescribed by applicable CCARs (refer to certification basis) must be installed on the certified aircraft. Refer to “MA60 aircraft added artificial precipitation function Finished Product List (Y7III-HZ840-560)”
- (8) **运行限制/Operational Limitations** 昼间和夜间目视飞行规则飞行;
昼间和夜间仪表飞行规则飞行;
结冰条件运行;
具备《MA60-100型飞机飞行手册(No. MA60-AFM-01)》中应急程序 4.5.3节规定的水上迫降能力;
I 类着陆运行。
VFR flight at daytime and night;
IFR flight at daytime and night;
Icing condition flight;
It is capable for ditching according to the requirement specified in emergency procedures 4.5.3 of “MA60 Aircraft Flight Manual (No. MA60-AFM-01)” ;
CAT-I landing.

5. 批准的技术资料/Approved Technical Documents

序号 No.	技术出版物名称 TP Title	技术出版物编号 TP No.	版次 Revision	备注 Note
1	MA60 飞行手册/AFM	MA60-AFM-01	33 版及以后经批准的版本 Version 33 and later approved	
2	MA60 结构修理手册/SRM	TP221A01	13 版及以后经批准的版本 Version 13 and	

			later approved	
3	审定维修要求和适航性限制/CMR and ALS	TP103A01	10 版及以后经批准的版本 Version 10 and later approved	见维修计划文件第九章 Refer to Chapter 9 of the maintenance plan document
4	重量平衡手册/WBM	TP431A01-AAA-BBB	AAA 表示用户代码,BBBB 表示飞机生产架次。The meaning of AAA is user code, the meaning of BBBB is aircraft Serial Number	

6. 注释/Notes:

注释 1. 在MA60 型飞机客机的基础上,改进发展了MA60型飞机增加人工增雨功能,取得了CAAC颁发的STC (STC049-XB, 2013年2月6日申请, 2015年8月14日批准)。

NOTE 1. Based on the MA60 aircraft, MA60 aircraft added artificial precipitation function have been developed, and achieved STC from CAAC (STC049-XB, Applied on Feb.6,2013. Approved on Aug.14,2015).

注释 2. 为进一步优化MA60 型多用途飞机构型管理方式,满足后续多用途飞机系列化发展需求,将已获得批准的STC项目转为MA60型飞机的技术构型进行管理,按照文件《MA60型飞机增加人工增雨功能STC与MA60型飞机设计更改(MA60-100) 状态一致性说明》(编号 Y7III-SM00-112),将MA60型飞机增加人工增雨功能(STC049-XB) 构型定义为MA60-100 型。

NOTE 2. To optimize the design configuration management of the MA60 multi-purpose Aircraft, meeting requirements of the serialized development of the MA60 multi-purpose aircraft. Approved STC projects were changed into the design configuration of the MA60 aircraft. In accordance with document “Statement of configurational consistency between the MA60 aircraft added artificial precipitation function (STC049-XB) and the design changes of the MA60 aircraft (MA60-100) ”(No. Y7III-SM00-112); MA60 aircraft added artificial precipitation function is defined as MA60-100.

注释 3. 人工增雨任务系统功能(大气云粒子探测系统、作业播撒系统、空地信息传输系统、云宏观成像系统和任务管理系统) 未经适航审批。

NOTE 3. Artificial precipitation function(Atmospheric cloud particle detection system、Seeding system、Ground information transmission system, imaging system and task management system) without airworthiness approval.

D VIII. MA60-200 (MA60 飞机 H 状态,MA60 aircraft H status)

1. 概述/General

MA60-200 是在 MA60 飞机基础上贯彻经 CAAC 批准的设计更改的飞机,是限用类飞机,不构成新型别,是 MA60 型飞机的一种构型。。见注释 1、2、3。

The MA60-200 is an aircraft that implements the design changes approved by CAAC on the basis of the MA60 aircraft, is a restricted aircraft, does not constitute a new model. It is a configuration of the MA60 aircraft. See notes 1,2,3.

批准日期/Approval Date: : 2018 年 12 月 14 日/Dec. 14, 2018

2. 审定基础/Certification Basis

MA60-200 由 MA60 更改而来,更改部分审定基础如下,未更改部分沿用 MA60 审定基础。

MA60-200 was modified from MA60. The certification basis of the modified part is as follows. The unmodified parts still remained the certification basis of MA60.

a) 《运输类飞机适航标准》(CCAR-25-R4, 2011 年 11 月 7 日第四次修订)适用条款:

25.1(a)(b), 25.21(a)(d), 25.23(a)(b), 25.29(a)(b), 25.103(a)(b)(c), 25.107(a)(b)(c)(e)(f)(g), 25.109(a), 25.111(a)(b)(c)(1)(2)(3)(4)(d), 25.113(a), 25.115(a)(b)(c), 25.117, 25.119(a), 25.121(a)(b)(1)(2)(i)(c)(1)(2)(i)(d)(1)(2)(i), 25.123(a)(b)(1), 25.125(a)(1)(b)(1)(2)(i), 25.143(a), 25.149(b)(c)(d)(e)(f)(h), 25.235, 25.237(a)(1), 25.251(d), 25.301(a)(b)(c), 25.303, 25.305(a)(b)(c), 25.307(a)(d), 25.321(a)(b)(c)(d), 25.331(a)(b)(c), 25.333(a)(b), 25.335(a)(b)(c)(d)(e), 25.337(a)(b)(c)(d), 25.341(a)(b), 25.343(a)(b), 25.345(a)(b)(d), 25.349(a)(b), 25.351(a)(b)(c)(d), 25.361(a)(b)(c), 25.363(a)(b), 25.365(a)(b)(d)(e)(f)(g), 25.367(a)(b), 25.371, 25.427(b), 25.471(a)(b)(c), 25.473(a)(b)(c)(d)(e), 25.477, 25.479(a)(c)(d), 25.481(a)(c), 25.483(a)(b), 25.485(a)(b), 25.487(a)(b), 25.489, 25.491, 25.493(b)(c)(e), 25.495, 25.499(a)(b)(c)(d)(e), 25.503(a)(b), 25.507(a)(b), 25.509(a)(c)(d), 25.511(a)(b)(c)(d)(e)(f), 25.519(a)(b)(c), 25.561(a)(b)(c)(d), 25.571(a)(b)(c)(e), 25.581(a)(b)(c), 25.601, 25.603(a)(b)(c), 25.605(a)(b), 25.607(a)(b)(c), 25.609(a)(b), 25.611(a)(b), 25.613(a)(b)(c)(f), 25.619(a)(b)(c), 25.621(a)(b)(c)(d), 25.623(a)(b), 25.625(a)(b)(c)(d), 25.629(a)(b), 25.771(a), 25.777(a)(b)(c)(g), 25.781, 25.785(d), 25.787(a)(b), 25.789(a)(b), 25.791, 25.793, 25.801(d), 25.803(a), 25.807(g)(3)(i), 25.811(b)(d)(3), 25.813(a)(b)(c)(2)(ii)(3)(d)(e), 25.815, 25.817, 25.831(a), 25.843(a)(b), 25.851(a)(1)(5)(6)(7)(8)(b), 25.853(a), 25.854(a)(b), 25.855(d), 25.863, 25.865, 25.867(a)(b), 25.869(a)(c), 25.899(a)(b), 25.951(a)(b)(2)(c)(d), 25.952(a), 25.953(a)(b), 25.954(a)(b)(c), 25.955(a), 25.957, 25.959, 25.961(a)(b), 25.963(a)(b)(e)(f), 25.965(a)(b)(c)(d), 25.967(a)(b)(c)(d), 25.969, 25.971(a)(b)(c), 25.973(b)(c)(d), 25.975(a), 25.977(a)(2)(c)(d)(e), 25.979(a)(b)(c)(d)(e), 25.981(a)(b)(c)(d),

25. 993(a) (b) (c) (d) (e), 25. 995(b), 25. 999(a) (b), 25. 1141(a) (b) (c) (d) (e) (f) ,
25. 1183(a) (b) (c) , 25. 1185(a) (b) , 25. 1189(a) (b) (c) (d) (e) (f) (g) (h) ,
25. 1203(a) (b) (c) (d) (e) (f) (g), 25. 1207, 25. 1301(a) (b), 25. 1309(a) (b) (c) (d) (e)
(f) , 25. 1316(a) (b) (c) , 25. 1323 (b) (c) , 25. 1357(a) (c) ,
25. 1401(a) (b) (c) (d) (e) (f), 25. 1411(a) (b) (d) (e), 25. 1415 (a) (b) (c) (d), 25. 1421,
25. 1423(a) (b) (c) (d) (e) (f) (g), 25. 1431(a) (b) (c) (d), 25. 1447(a) (b), 25. 1459(e),
25. 1501(a) (b), 25. 1503, 25. 1505, 25. 1507, 25. 1511, 25. 1513, 25. 1515(a) (b),
25. 1517, 25. 1519, 25. 1521(a) (c) (d), 25. 1522, 25. 1523(a) (b) (c), 25. 1525, 25. 1527,
25. 1529, 25. 1531, 25. 1533(a) (b), 25. 1541(a) (b) , 25. 1553, 25. 1555(a) (b) (c) (d),
25. 1557(b) (c) , 25. 1561 (b) (c) (d) (e) , 25. 1581(b) ,
25. 1583(a) (b) (c) (d) (e) (f) (h) (i), 25. 1585(a) (b) (c) (d) (e) (f), 25. 1587(a) (b),
25. 1701(a) (b) , 25. 1703(a) (b) , 25. 1705(a) (b) , 25. 1707(a) (b) (c) (d) (e)
(i) (j) (k) (l) , 25. 1709(a) (b) , 25. 1711(a) (b) (c) (d) (e) , 25. 1713(a) (c) ,
25. 1715(a) (b), 25. 1717, 25. 1719, 25. 1721(a) (b) (c), 25. 1729。

“Airworthiness Standards: Transport Category Airplanes” (CCAR-25-R4,
Revision 4 on Nov. 7, 2011), applicable sections:

25. 1(a) (b) , 25. 21(a) (d) , 25. 23(a) (b) , 25. 29(a) (b) , 25. 103(a) (b) (c) ,
25. 107(a) (b) (c) (e) (f) (g), 25. 109(a), 25. 111(a) (b) (c) (1) (2) (3) (4) (d), 25. 113(a),
25. 115(a) (b) (c) , 25. 117 , 25. 119(a) ,
25. 121(a) (b) (1) (2) (i) (c) (1) (2) (i) (d) (1) (2) (i) , 25. 123(a) (b) (1) ,
25. 125(a) (1) (b) (1) (2) (i) , 25. 143(a) , 25. 149 (b) (c) (d) (e) (f) (h) , 25. 235 ,
25. 237(a) (1), 25. 251(d), 25. 301(a) (b) (c), 25. 303, 25. 305(a) (b) (c), 25. 307(a) (d),
25. 321(a) (b) (c) (d) , 25. 331(a) (b) (c) , 25. 333(a) (b) , 25. 335(a) (b) (c) (d) (e) ,
25. 337(a) (b) (c) (d), 25. 341(a) (b), 25. 343(a) (b), 25. 345(a) (b) (d), 25. 349(a) (b),
25. 351(a) (b) (c) (d), 25. 361(a) (b) (c), 25. 363(a) (b), 25. 365(a) (b) (d) (e) (f) (g),
25. 367(a) (b), 25. 371, 25. 427(b), 25. 471(a) (b) (c), 25. 473 (a) (b) (c) (d) (e), 25. 477,
25. 479(a) (c) (d), 25. 481(a) (c), 25. 483(a) (b), 25. 485(a) (b), 25. 487(a) (b), 25. 489,
25. 491 , 25. 493(b) (c) (e) , 25. 495 , 25. 499(a) (b) (c) (d) (e) , 25. 503(a) (b) ,
25. 507(a) (b) , 25. 509(a) (c) (d) , 25. 511(a) (b) (c) (d) (e) (f) , 25. 519(a) (b) (c) ,
25. 561(a) (b) (c) (d) , 25. 571(a) (b) (c) (e) , 25. 581(a) (b) (c) , 25. 601 ,
25. 603(a) (b) (c) , 25. 605(a) (b), 25. 607(a) (b) (c), 25. 609(a) (b), 25. 611(a) (b),
25. 613(a) (b) (c) (f) , 25. 619 (a) (b) (c) , 25. 621 (a) (b) (c) (d) , 25. 623(a) (b) ,
25. 625(a) (b) (c) (d) , 25. 629(a) (b) , 25. 771(a) , 25. 777(a) (b) (c) (g) , 25. 781 ,
25. 785(d), 25. 787(a) (b) , 25. 789(a) (b), 25. 791, 25. 793, 25. 801(d) , 25. 803(a) ,
25. 807(g) (3) (i) , 25. 811(b) (d) (3) , 25. 813(a) (b) (c) (2) (ii) (3) (d) (e) , 25. 815,
25. 817, 25. 831 (a) , 25. 843(a) (b) , 25. 851(a) (1) (5) (6) (7) (8) (b) , 25. 853(a) ,
25. 854(a) (b), 25. 855(d), 25. 863, 25. 865, 25. 867(a) (b), 25. 869(a) (c), 25. 899(a) (b),
25. 951(a) (b) (2) (c) (d) , 25. 952(a) , 25. 953(a) (b) 25. 954(a) (b) (c) , 25. 955(a) ,
25. 957 , 25. 959 , 25. 961(a) (b) , 25. 963(a) (b) (e) (f) , 25. 965(a) (b) (c) (d) ,
25. 967(a) (b) (c) (d) , 25. 969 , 25. 971(a) (b) (c) , 25. 973(b) (c) (d) , 25. 975(a) ,
25. 977(a) (2) (c) (d) (e) , 25. 979(a) (b) (c) (d) (e) , 25. 981(a) (b) (c) (d) ,
25. 993(a) (b) (c) (d) (e) , 25. 995(b), 25. 999(a) (b), 25. 1141(a) (b) (c) (d) (e) (f) ,

25. 1183(a) (b) (c) , 25. 1185(a) (b) , 25. 1189(a) (b) (c) (d) (e) (f) (g) (h) , 25. 1203(a) (b) (c) (d) (e) (f) (g) , 25. 1207, 25. 1301(a) (b) , 25. 1309(a) (b) (c) (d) (e) (f) , 25. 1316(a) (b) (c) , 25. 1323 (b) (c) , 25. 1357(a) (c) , 25. 1401(a) (b) (c) (d) (e) (f) , 25. 1411(a) (b) (d) (e) , 25. 1415 (a) (b) (c) (d) , 25. 1421, 25. 1423(a) (b) (c) (d) (e) (f) (g) , 25. 1431(a) (b) (c) (d) , 25. 1447(a) (b) , 25. 1459(e) , 25. 1501(a) (b) , 25. 1503, 25. 1505, 25. 1507, 25. 1511, 25. 1513, 25. 1515(a) (b) , 25. 1517, 25. 1519, 25. 1521(a) (c) (d) , 25. 1522, 25. 1523(a) (b) (c) , 25. 1525, 25. 1527, 25. 1529, 25. 1531, 25. 1533(a) (b) , 25. 1541(a) (b) , 25. 1553, 25. 1555(a) (b) (c) (d) , 25. 1557(b) (c) , 25. 1561 (b) (c) (d) (e) , 25. 1581(b) , 25. 1583(a) (b) (c) (d) (e) (f) (h) (i) , 25. 1585(a) (b) (c) (d) (e) (f) , 25. 1587(a) (b) , 25. 1701(a) (b) , 25. 1703(a) (b) , 25. 1705(a) (b) , 25. 1707(a) (b) (c) (d) (e) (i) (j) (k) (l) , 25. 1709(a) (b) , 25. 1711(a) (b) (c) (d) (e) , 25. 1713(a) (c) , 25. 1715(a) (b) , 25. 1717, 25. 1719, 25. 1721(a) (b) (c) , 25. 1729.
- b) 《运输类飞机的持续适航和安全改进规定》(CCAR-26, 2011 年 11 月 7 日颁发) 适用的条款:
26. 47(a) (b) (c) (d) 。
- “Continued Airworthiness and Safety Improvements for Transport Category Airplanes” (CCAR-26, issued on Nov. 7, 2011), applicable sections:
26. 47(a) (b) (c) (d).
- c) 加装副油箱专用条件, 编号: SC-25-002。
- Special conditions for installing auxiliary fuel tank: SC-25-002.

3. 生产依据/Production Basis
- 生产厂家/Manufacturer: 中航西飞民用飞机有限责任公司/AVIC XAC COMMERCIAL AIRCRAFT CO., LTD.
- 生产许可证编号/Production Certificate No.:PC006A
4. 技术特性和使用限制/Technical Characteristics and Operational Limitations
- 除下列条目更新外, 其余技术特性与 D IV 节中所列内容保持一致。

- (1) 燃油量/Fuel 最大燃油量为6750公斤。
- Capacity The max. fuel quantity is 6750kg.

软油箱和整体油箱的容量

Capacity of Flexible and Integral Tank

组 号 Group No.	名称 Name	实用容量(升) Utility Capacity(Liter)	重 量 (公 斤)(比 重 0. 775克/立方厘米) Weight(kg) (density 0. 775 g/cm ³)
I 组 Group I	软油箱 Flexible tank	3330	2580. 5

II 组 Group II	整体油箱 Integral tank	2400	1860
III 组 Group III	值班油箱 (整体油箱内) On-duty Tank (in the integral tank)	1360	1054
副油箱	副油箱	1620	1255.5
合 计 Total		8710	6750

注：燃油箱实用容量指扣除3%膨胀空间后的容积

Note: The utility capacity of the fuel tank is the volume after deducting the 3% expansion space.

(2) 最大重量(公斤)
/Max. weight (kg)

项目	重量
最大滑行重量 Max. taxiing weight	21900
最大起飞重量 Max. takeoff weight	21800
最大着陆重量 Max. landing weight	21600
空机重量Empty weight	16015
最大商务载重(包括选装项目重量) Max. payload(including optional items)	3300

(3) 水平测量措施
/Leveling means

水平测量理论图纸：Y7III-0001-0HLL.
Refer to aircraft leveling theoretical drawings Y7 III-0001-0HLL.

(4) 最大乘员/Max. occupants

飞机驾驶舱不超过3 人（包括驾驶员2 人），任务作业人员不超过16名。
There are no more than 3 people in the cockpit (including 2 pilots) and no more than 16 mission operator.

(5) 最大行李重量及货舱装载/Max. Luggage Weight and Cargo Compartment Load

无货舱
No Cargo.

(6) 制造序号 1106

/Manufacturing

Serial Numbers

(7) 设备/Equipment 适用的适航规章(见审定基础)所要求的基本设备必须安装在航空器上以满足型号合格审定的要求。所要求的设备见《MA60型飞机H状态外购成品目录(Y7III-HZ840-566)》。

The basic equipment prescribed by applicable CCARs (refer to certification basis) must be installed on the certified aircraft. Refer to “MA60 aircraft H status Finished Product List (Y7III-HZ840-566)” .

(8) 运行限制/

Operational

Limitations

昼间和夜间目视飞行规则飞行;

昼间和夜间仪表飞行规则飞行;

跨水运行;

I 类着陆运行。

Operation Category of MA60-200:

VFR flight at daytime and night;

IFR flight at daytime and night;

Across the water operation;

CAT-I landing.

5. 批准的技术资料/Approved Technical Documents

序号 No.	技术出版物名称 TP Title	技术出版物编号 TP No.	版次 Revision	备注 Note
1	MA60 飞行手册/AFM	MA60-AFM-01	34 版及以后经批准的版本 Version 34 and later approved	
2	MA60 结构修理手册/SRM	TP221A01	13 版及以后经批准的版本 Version 13 and later approved	
3	审定维修要求和适航性限制/CMR and ALS	TP103A01	10 版及以后经批准的版本 Version 10 and later approved	见维修计划文件第九章 Refer to Chapter 9 of the maintenance plan document

4	重量平衡手册/WBM	TP431A01.2-AAA- BBBB	AAA 表示用户代码,BBBB 表示飞机生产架次。The meaning of AAA is user code, the meaning of BBBB is aircraft Serial Number	
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6. 注释/Notes:

注释 1. 在MA60 型飞机客机的基础上,改进发展了多用途飞机,并且取得了CAAC颁发的STC (STC058-XB, 2013年4月3日申请, 2016年4月14日批准)。

NOTE 1. Based on the MA60 aircraft, MA60 aircraft H status have been developed, and achieved STC from CAAC(STC058-XB, Applied on Apr.3,2013. Approved on Apr. 14,2016).

注释 2. 为进一步优化MA60型多用途飞机构型管理方式,满足后续多用途飞机系列化发展需求,将已获得批准STC项目转为MA60型飞机的技术构型进行管理,按照文件《MA60飞机H状态STC与MA60型飞机设计更改(MA60-200)状态一致性说明》(编号Y7III-SM00-113),将MA60飞机H状态(STC058-XB)构型定义为MA60-200型。

NOTE 2. To optimize the design configuration management of the MA60 multi-purpose Aircraft, meeting requirements of the serialized development of the MA60 multi-purpose aircraft. Approved STC projects were changed into the design configuration of the MA60 aircraft. In accordance with document “Statement of configurational consistency between the MA60 aircraft H status (STC058-XB) and the design changes of the MA60 aircraft (MA60-200)” (No. Y7III-SM00-113), MA60 aircraft H status is defined as MA60-200.

注释 3. 海洋监测任务系统功能(任务管理系统、任务传感器系统、任务通信系统和搜救系统)未经适航审批。

NOTE 3. Function of Marine monitoring mission system(task management system, Mission sensor system Mission communications and search and rescue systems) without airworthiness approval.

D IX. MA60-300 (MA60 飞机遥感平台基本型,MA60 aircraft basic configuration of remote sensing platform)

1. 概述/General

MA60-300 是在 MA60 飞机基础上贯彻经 CAAC 批准的设计更改的飞机,是限用类飞机,不构成新型别,是 MA60 型飞机的一种构型。见注释 1、2、3。

The MA60-300 is an aircraft that carries out the design changes approved by CAAC on the basis of the MA60 aircraft, is a restricted aircraft, does not constitute a new model. It is a configuration of the MA60 aircraft. See notes 1,2,3.

批准日期/Approval Date: : 2018 年 12 月 14 日/Dec. 14, 2018

2. 审定基础/Certification Basis

MA60-300 由 MA60 更改而来, 更改部分审定基础如下, 未更改部分沿用 MA60 审定基础。

MA60-300 was modified from MA60. The certification basis of the modified part is as follows. The unmodified parts still remained the certification basis of MA60.

a) 《运输类飞机适航标准》(CCAR-25-R4, 2011 年 11 月 7 日第四次修订) 适用条款:

25.1(a)(b), 25.21(a), 25.23(a)(b), 25.29(a)(b), 25.143(a), 25.235, 25.301(a)(b)(c), 25.303, 25.305(a)(b)(c), 25.307(a)(d), 25.321(a)(b)(c)(d), 25.331(a)(b)(c), 25.333(a)(b), 25.335(a)(b)(c)(d)(e), 25.337(a)(b)(c)(d), 25.341(a)(b), 25.343(a)(b), 25.345(a)(b)(d), 25.349(a)(b), 25.351(a)(b)(c)(d), 25.361(a)(b)(c), 25.363(a)(b), 25.365(a)(b)(d)(e)(f)(g), 25.367(a)(b), 25.371, 25.391(a)(b)(c)(d), 25.393(a)(b), 25.407(a)(b), 25.409(a)(b)(c), 25.415(a)(b), 25.427(a)(b), 25.457, 25.471(a)(b)(c), 25.473(a)(b)(c)(d)(e), 25.477, 25.479(a)(c)(d), 25.481(a)(c), 25.483(a)(b), 25.485(a)(b), 25.487(a)(b), 25.489, 25.491, 25.493(b)(c)(e), 25.495, 25.499(a)(b)(c)(d)(e), 25.503(a)(b), 25.507(a)(b), 25.509(a)(c)(d), 25.511(a)(b)(c)(d)(e)(f), 25.519(a)(b)(c), 25.561(a)(b)(c), 25.563, 25.571(a)(b)(c), 25.601, 25.603(a)(b)(c), 25.605(a)(b), 25.607(a)(b)(c), 25.609(a)(b), 25.611(a)(b), 25.613(a)(b)(c)(f), 25.619(a)(b)(c), 25.621(a)(b)(c)(d), 25.623(a)(b), 25.625(a)(b)(c)(d), 25.629(a)(b)(d), 25.787(a)(b), 25.789(a), 25.793, 25.801(a)(b)(c)(d)(e), 25.803(a), 25.807(g)(3)(i)(2), 25.811(b)(d)(3), 25.813(a)(c)(2)(ii)(3)(d)(e), 25.815, 25.817, 25.831(a), 25.843(a), 25.853(a), 25.951(a)(b)(2)(c)(d), 25.952(a), 25.953(a)(b), 25.954(a)(b)(c), 25.955(a), 25.957, 25.959, 25.961(a)(b), 25.963(a)(b)(c)(e)(f), 25.965(a)(b)(c)(d), 25.967(a)(b)(c)(d), 25.969, 25.971(a)(b)(c), 25.973(b)(c)(d), 25.975(a), 25.977(a)(2)(c)(d)(e), 25.979(a)(b)(c)(d)(e), 25.981(a)(b)(c)(d), 25.991(a)(b), 25.993(a)(b)(c)(d)(e), 25.994, 25.995(b), 25.997(a)(b)(c)(d), 25.999(a)(b), 25.1301(a)(b), 25.1309(a)(b)(c)(d), 25.1310(a)(b), 25.1316(a)(b)(c), 25.1351(a), 25.1353(a)(c), 25.1357(a)(c), 25.1360(a)(b), 25.1401(a)(b)(c)(d)(e)(f), 25.1411(a)(b)(d)(1)(d)(2)(d)(4)(e), 25.1415(a)(b)(c)(d), 25.1421, 25.1423(a)(b)(c)(d)(e)(f)(g), 25.1431(a)(b)(c)(d), 25.1447(a)(b), 25.1459(e), 25.1505, 25.1507, 25.1511, 25.1515, 25.1517, 25.1523, 25.1525, 25.1529, 25.1531, 25.1541, 25.1553, 25.1555(a)(c)(d), 25.1557(c), 25.1561(b)(c)(d)(e), 25.1581(b), 25.1583(d)(e)(i), 25.1585(a)(b)(c)(d)(e)(f), 25.1701(a)(b), 25.1703(a)(b), 25.1707(a)(b)(c)(d)(i)(j)(k)(l), 25.1709(a)(b), 25.1711(a)(b)(c)(d)(e), 25.1713(a)(c), 25.1715(a)(b), 25.1717, 25.1719, 25.1721(a)(b)(c), 25.1729.

“Airworthiness Standards: Transport Category Airplanes” (CCAR-25-R4, Revision 4 on Nov. 7, 2011), applicable sections:

25.1(a)(b), 25.21(a), 25.23(a)(b), 25.29(a)(b), 25.143(a), 25.235, 25.301(a)(b)(c), 25.303, 25.305(a)(b)(c), 25.307(a)(d), 25.321(a)(b)(c)(d), 25.331(a)(b)(c), 25.333(a)(b), 25.335(a)(b)(c)(d)(e), 25.337(a)(b)(c)(d), 25.341(a)(b), 25.343(a)(b), 25.345(a)(b)(d), 25.349(a)(b), 25.351(a)(b)(c)(d), 25.361(a)(b)(c), 25.363(a)(b), 25.365(a)(b)(d)(e)(f)(g), 25.367(a)(b), 25.371,

25. 391(a) (b) (c) (d), 25. 393(a) (b), 25. 407(a) (b), 25. 409(a) (b) (c), 25. 415(a) (b), 25. 427(a) (b), 25. 457, 25. 471(a) (b) (c), 25. 473(a) (b) (c) (d) (e), 25. 477, 25. 479(a) (c) (d), 25. 481(a) (c), 25. 483(a) (b), 25. 485(a) (b), 25. 487(a) (b), 25. 489, 25. 491, 25. 493(b) (c) (e), 25. 495, 25. 499(a) (b) (c) (d) (e), 25. 503(a) (b), 25. 507(a) (b), 25. 509(a) (c) (d), 25. 511(a) (b) (c) (d) (e) (f), 25. 519(a) (b) (c), 25. 561(a) (b) (c), 25. 563, 25. 571(a) (b) (c), 25. 601, 25. 603(a) (b) (c), 25. 605(a) (b), 25. 607(a) (b) (c), 25. 609(a) (b), 25. 611(a) (b), 25. 613(a) (b) (c) (f), 25. 619(a) (b) (c), 25. 621(a) (b) (c) (d), 25. 623(a) (b), 25. 625(a) (b) (c) (d), 25. 629(a) (b) (d), 25. 787(a) (b), 25. 789(a), 25. 793, 25. 801(a) (b) (c) (d) (e), 25. 803(a), 25. 807(g) (3) (i) (2), 25. 811(b) (d) (3), 25. 813(a) (c) (2) (ii) (3) (d) (e), 25. 815, 25. 817, 25. 831(a), 25. 843(a), 25. 853(a), 25. 951(a) (b) (2) (c) (d), 25. 952(a), 25. 953(a) (b), 25. 954(a) (b) (c), 25. 955(a), 25. 957, 25. 959, 25. 961(a) (b), 25. 963(a) (b) (c) (e) (f), 25. 965(a) (b) (c) (d), 25. 967(a) (b) (c) (d), 25. 969, 25. 971(a) (b) (c), 25. 973(b) (c) (d), 25. 975(a), 25. 977(a) (2) (c) (d) (e), 25. 979(a) (b) (c) (d) (e), 25. 981(a) (b) (c) (d), 25. 991(a) (b), 25. 993(a) (b) (c) (d) (e), 25. 994, 25. 995(b), 25. 997(a) (b) (c) (d), 25. 999(a) (b), 25. 1301(a) (b), 25. 1309(a) (b) (c) (d), 25. 1310(a) (b), 25. 1316(a) (b) (c), 25. 1351(a), 25. 1353(a) (c), 25. 1357(a) (c), 25. 1360(a) (b), 25. 1401(a) (b) (c) (d) (e) (f), 25. 1411(a) (b) (d) (1) (d) (2) (d) (4) (e), 25. 1415(a) (b) (c) (d), 25. 1421, 25. 1423(a) (b) (c) (d) (e) (f) (g), 25. 1431(a) (b) (c) (d), 25. 1447(a) (b), 25. 1459(e), 25. 1505, 25. 1507, 25. 1511, 25. 1515, 25. 1517, 25. 1523, 25. 1525, 25. 1529, 25. 1531, 25. 1541, 25. 1553, 25. 1555(a) (c) (d), 25. 1557(c), 25. 1561(b) (c) (d) (e), 25. 1581(b), 25. 1583 (d) (e) (i), 25. 1585(a) (b) (c) (d) (e) (f), 25. 1701(a) (b), 25. 1703(a) (b), 25. 1707(a) (b) (c) (d) (i) (j) (k) (l), 25. 1709(a) (b), 25. 1711(a) (b) (c) (d) (e), 25. 1713(a) (c), 25. 1715(a) (b), 25. 1717, 25. 1719, 25. 1721(a) (b) (c), 25. 1729.

- b) 《运输类飞机的持续适航和安全改进规定》(CCAR-26, 2011 年 11 月 7 日颁布)适用的条款:

26. 47(a) (b) (c) (d)。

“Continued Airworthiness and Safety Improvements for Transport Category Airplanes” (CCAR-26, issued on Nov. 7, 2011), applicable sections:

26. 47(a) (b) (c) (d)。

- c) 《航空器型号和适航合格审定噪声规定》(CCAR-36-R1, 2007 年 04 月 15 日第一次修订)适用的条款:

36. 1(a) (1) (b) (c) (f) (g), 36. 2(b), 36. 3, 36. 5, 36. 6, 36. 7, 36. 101, 36. 103, 36. 105, 36. 1501(a), 36. 1581(a) (1) (b) (c) (d), A36. 1, A36. 2, A36. 3, A36. 4, A36. 5, A36. 6, A36. 7, B36. 1, B36. 2, B36. 3(a) (2) (b) (c), B36. 5(c) (1) (iii), (c) (2) (3) (d), B36. 7。

“Noise Standards: Aircraft Type and Airworthiness Certification” (CCAR-36-R1, Revision 1 on April 15, 2007), applicable sections:

36. 1(a) (1) (b) (c) (f) (g), 36. 2(b), 36. 3, 36. 5, 36. 6, 36. 7, 36. 101, 36. 103, 36. 105, 36. 1501(a), 36. 1581(a) (1) (b) (c) (d), A36. 1, A36. 2, A36. 3, A36. 4, A36. 5, A36. 6, A36. 7, B36. 1, B36. 2, B36. 3(a) (2) (b) (c), B36. 5(c) (1) (iii), (c) (2) (3) (d), B36. 7。

3. 生产依据/Production Basis
生产厂家/Manufacturer: 中航西飞民用飞机有限责任公司/AVIC XAC COMMERCIAL AIRCRAFT CO., LTD.
生产许可证编号/Production Certificate No.:PC006A
4. 技术特性和使用限制/Technical Characteristics and Operational Limitations
除下列条目更新外, 其余技术特性与 D IV 节中所列内容保持一致。

- (1) 燃油量/Fuel Capacity
最大燃油量为5500公斤。
The max. fuel quantity is 5500kg.

软油箱和整体油箱的容量
Capacity of Flexible and Integral Tank

组 号 Group No.	名称 Name	实用容量(升) Utility Capacity(Liter)	重 量 (公 斤)(比 重 0.775克/立方厘米) Weight(kg)(density 0.775 g/cm ³)
I 组 Group I	软油箱 Flexible tank	3330	2580.5
II 组 Group II	整体油箱 Integral tank	2400	1860
III 组 Group III	值班油箱 (整体油箱内) On-duty Tank(in the integral tank)	1360	1054
合 计 Total		7090	5500

注: 燃油箱实用容量指扣除3%膨胀空间后的容积
Note: The utility capacity of the fuel tank is the volume after deducting the 3% expansion space.

- (2) 最大重量(公斤)
/Max. weight (kg)

项目	重量
最大滑行重量 Max.taxiing weight	21900
最大起飞重量 Max.takeoff weight	21800
最大着陆重量 Max.landing weight	21600
空机重量Empty weight	14840
最大商务载重(包括选装	4500

	项目重量) Max. payload (including optional items)	
(3) 水平测量措施 /Leveling means	水平测量理论图纸: Y7III-0001-ORLL. Refer to aircraft leveling theoretical drawings Y7 III -0001-ORLL.	
(4) 最大乘员/Max. occupants	飞机驾驶舱不超过3 人(包括驾驶员2 人), 任务作业人员不超过19名。 There are no more than 3 people in the cockpit (including 2 pilots) and no more than 19 mission operator.	
(5) 最大行李重量及货 舱装载/Max. Luggage Weight and Cargo Compartment Load	无货舱 No Cargo.	
(6) 制造序号 /Manufacturing Serial Numbers	1303	
(7) 设备/Equipment	适用的适航规章(见审定基础)所要求的基本设备必须安装在航空器上以满足型号合格审定的要求。所要求的设备见《MA60 型飞机遥感平台外购成品目录(Y7III-HZ840-702)》。 The basic equipment prescribed by applicable CCARs (refer to certification basis) must be installed on the certified aircraft. Refer to 《MA60 aircraft basic configuration of remote sensing platform Finished Product List (Y7III-HZ840-702) 》”.	
(8) 运行限制/ Operational Limitations	昼间和夜间目视飞行规则飞行; 昼间和夜间仪表飞行规则飞行; 结冰条件运行; 跨水运行; I 类着陆运行。 VFR flight at daytime and night; IFR flight at daytime and night; Icing condition flight; Across the water operation; CAT-I landing.	

5. 批准的技术资料/Approved Technical Documents

序号 No.	技术出版物名称 TP Title	技术出版物编号 TP No.	版次 Revision	备注 Note
1	MA60 飞行手册/AFM	MA60-AFM-01	35 版及以后经 批准的版本 Version 35 and later approved	
2	MA60 结构修理手册/SRM	TP221A01	13 版及以后经 批准的版本 Version 13 and later approved	
3	审定维修要求和适航性限制/CMR and ALS	TP103A02	01 版及以后经 批准的版本 Version 01 and later approved	见维修计划 文件第九章 Refer to Chapter 9 of the maintenance plan document
4	重量平衡手册/WBM	TP431A01.3-AAA -BBBB	AAA 表示用户代 码,BBBB 表示飞 机生产架次。The meaning of AAA is user code, the meaning of BBBB is aircraft Serial Number	

6. 注释/Notes:

注释 1. 在MA60 型飞机客机的基础上,改进发展了MA60飞机遥感平台基本型,并且取得了CAAC颁发的STC (STC090-XB, 2015年6月4日申请, 2017年12月28日批准)。

NOTE 1. Based on the MA60 aircraft, MA60 aircraft basic configuration of remote sensing platform have been developed, and achieved STC from CAAC(STC090-XB, Applied on Jun.4,2015. Approved on Dec.28,2017).

注释 2. 为进一步优化MA60 型多用途飞机构型管理方式,满足后续多用途飞机系列化发展需求,将已获得批准的STC项目转为MA60型飞机的技术构型进行管理,按照文件《MA60飞机遥感平台基本型STC与MA60型飞机设计更改(MA60-300) 状态一致性说明》(编号 Y7III-SM00-114),将MA60飞机遥感平台基本型 (STC090-XB) 构型定义为MA60-300型。

NOTE 2. To optimize the design configuration management of the MA60 multi-purpose Aircraft, meeting requirements of the serialized development of the MA60

multi-purpose aircraft. Approved STC projects were changed into the design configuration of the MA60 aircraft, In accordance with document “Statement of configurational consistency between the MA60 aircraft basic configuration of remote sensing platform (STC090-XB) and the design changes of the MA60 aircraft (MA60-300)” (Y7III-SM00-114), MA60 aircraft basic configuration of remote sensing platform is defined as MA60-300.

注释 3. 遥感任务系统功能未经适航审批。

NOTE 3. Function of remote sensing mission system has not been approved by airworthiness authorities.

D X. MA60-101 (MA60 型飞机增雨作业改进, MA60 Aircraft Precipitation Operation Improvement)

1. 概述/General

MA60-101 是在 MA60 飞机基础上贯彻经 CAAC 批准的设计更改的飞机, 专用于执行人工增雨、消云减雨、气象探测及任务作业空地通信, 是限用类飞机, 不构成新型别, 是 MA60 型飞机的一种构型。见注释 1。

MA60-101 is an aircraft based on the MA60 aircraft and carried out the design changes approved by CAAC, which is specially used for artificial rain enhancement, cloud removal and rain reduction, meteorological observation and task operation air-to-ground communication, is a restricted aircraft, does not constitute a new model. It is a configuration of the MA60 aircraft. See note 1.

批准日期/Approval Date: : 2021 年 3 月 29 日/March 29, 2021.

2. 审定基础/Certification Basis

MA60-101 由 MA60 更改而来, 更改部分审定基础如下, 未更改部分沿用 MA60 审定基础。MA60-101 was modified from MA60. The certification basis of the modified part is as follows. The unmodified parts still remained the certification basis of MA60.

a) 《民用航空产品和零部件合格审定规范》(CCAR-21-R4, 2017 年 7 月 1 日施行) 适用的条款:

21.25 (一) (二) 5, 21.101 (一) (二) (六) (七)。

“Certification Procedures For Products And Articles” (CCAR-21-R4, issued on Jul.1, 2017), applicable sections:

21.25(a) (b) (5), 21.101(a) (b) (f) (g).

b) 《运输类飞机适航标准》(CCAR-25-R2, 1995 年 12 月 18 日颁发) 适用的条款:

25.21(a), 25.23(a) (b), 25.29(a) (b), 25.101(a), 25.103(a) (b), 25.105(a) (1), 25.107(a) (b) (c) (e) (f), 25.109(a), 25.111(a) (b) (c) (d), 25.113(a), 25.115(a) (b) (c), 25.117, 25.119(a) (b), 25.121(a) (b) (c) (d), 25.123(a) (b), 25.125(a) (b), 25.143(a) (b) (c) (d) (e), 25.145(a) (b) (c), 25.147(a) (c) (e), 25.149(b) (c) (d) (e) (f) (h), 25.161(a) (b) (c) (d), 25.171, 25.173(a) (b) (c) (d), 25.175(a) (b) (c) (d), 25.177(c) (d), 25.181(a) (b), 25.201(a) (b) (c) (d), 25.203(a) (b) (c), 25.207(a) (b) (c), 25.237(a), 25.251(d), 25.253(a) (b), 25.255(a) (b) (c) (d) (e) (f), 25.1419 (a), 25.1587。

“Airworthiness Standards: Transport Category Airplanes” (CCAR-25-R2, issued on Dec.18,1995), applicable sections:

25. 21(a), 25. 23(a) (b), 25. 29(a) (b), 25. 101(a), 25. 103(a) (b), 25. 105(a) (1), 25. 107(a) (b) (c) (e) (f) , 25. 109(a) , 25. 111(a) (b) (c) (d) , 25. 113(a) , 25. 115(a) (b) (c) , 25. 117 , 25. 119(a) (b) , 25. 121(a) (b) (c) (d) , 25. 123(a) (b) , 25. 125(a) (b) , 25. 143(a) (b) (c) (d) (e) , 25. 145(a) (b) (c) , 25. 147(a) (c) (e) , 25. 149(b) (c) (d) (e) (f) (h) , 25. 161(a) (b) (c) (d) , 25. 171 , 25. 173(a) (b) (c) (d) , 25. 175(a) (b) (c) (d) , 25. 177(c) (d) , 25. 181(a) (b) , 25. 201(a) (b) (c) (d) , 25. 203(a) (b) (c) , 25. 207(a) (b) (c) , 25. 237(a) , 25. 251(d) , 25. 253(a) (b) , 25. 255(a) (b) (c) (d) (e) (f) , 25. 1419 (a) , 25. 1587.

c) 《运输类飞机适航标准》(CCAR-25-R4, 2011 年 11 月 7 日第四次修订) 适用的条款:

25. 1(a) (b) , 25. 301(a) (b) (c) , 25. 303 , 25. 305(a) (b) (c) , 25. 307(a) , 25. 321(a) (b) (c) (d) , 25. 331(a) (b) (c) , 25. 333(a) (b) , 25. 335(a) (b) (c) (d) (e) , 25. 337(a) (b) (c) , 25. 341 (a) (b) , 25. 343(a) (b) , 25. 345(a) (b) (d) , 25. 349(a) (b) , 25. 351(a) (b) (c) (d) , 25. 365(a) (b) (d) (e) (f) (g) , 25. 367(a) (b) , 25. 471(a) (b) (c) , 25. 473(a) (b) (c) (d) (e) , 25. 477 , 25. 479(a) (c) (d) , 25. 481(a) (c) , 25. 483(a) (b) , 25. 485(a) (b) , 25. 487(a) (b) , 25. 489 , 25. 491 , 25. 493(b) (c) (e) , 25. 495 , 25. 499(a) (b) (c) (d) (e) , 25. 503(a) (b) , 25. 507(a) (b) , 25. 509(a) (c) (d) , 25. 511(a) (b) (c) (d) (e) (f) , 25. 519(a) (b) (c) , 25. 561(a) (b) (c) (d) , 25. 562 , 25. 563 , 25. 571(a) (b) (c) , 25. 581(a) (b) (c) , 25. 601 , 25. 603(a) (b) (c) , 25. 605(a) (b) , 25. 607(a) (b) (c) , 25. 609(a) (b) , 25. 611(a) (b) , 25. 613(a) (b) (c) (f) , 25. 619(a) (b) (c) , 25. 621(a) (b) (c) (d) , 25. 623(a) (b) , 25. 625(a) (b) (c) (d) , 25. 629(a) (b) , 25. 785(b) (d) , 25. 787(a) (b) , 25. 789(a) (b) , 25. 801(b) (c) (e) , 25. 803(a) , 25. 807(g) (3) , 25. 812(a) (1) (d) , 25. 813(a) (b) , 25. 815 , 25. 831(a) , 25. 843(a) , 25. 851(a) (1) (5) (6) (7) (8) , 25. 853(a) (c) , 25. 869(a) , 25. 899(a) (b) , 25. 1301(a) (b) , 25. 1307(c) , 25. 1309(a) (b) (d) , 25. 1310(a) (b) , 25. 1316(a) (b) (c) , 25. 1351(a) , 25. 1353(a) (c) , 25. 1357(a) (c) , 25. 1360(a) (b) , 25. 1401 , 25. 1411(a) (b) (d) (1) (d) (2) (d) (4) (e) , 25. 1415(a) (b) (c) (d) , 25. 1423(a) (b) (c) (d) (e) (f) (g) , 25. 1431(a) (c) , 25. 1435(a) (1) , 25. 1441(b) , 25. 1443(b) (c) , 25. 1445(a) (b) , 25. 1447(a) (b) , 25. 1449 , 25. 1503 , 25. 1505 , 25. 1507 , 25. 1511 , 25. 1513 , 25. 1515 , 25. 1517 , 25. 1519 , 25. 1525 , 25. 1529 , 25. 1531 , 25. 1541 , 25. 1557 , 25. 1561(b) (c) (d) (e) , 25. 1581(a) (b) , 25. 1583 , 25. 1585(a) , 25. 1701(a) (b) , 25. 1703(a) (b) , 25. 1705 , 25. 1707(a) (b) (c) (i) (j) (1) , 25. 1709(a) (b) , 25. 1711(a) (c) (d) (e) , 25. 1713(c) , 25. 1715(a) (b) , 25. 1717 , 25. 1719 , 25. 1721(a) (b) (c) , 25. 1729.

其中 25. 1301(a) (1) (4) 对任务系统功能不完全适合, 25. 1309(a) 条款对任务系统功能不适合, 见问题纪要 (G-1) 。

“Airworthiness Standards: Transport Category Airplanes” (CCAR-25-R4, Revision 4 on Nov.7, 2011), applicable sections:

25. 1(a) (b) , 25. 301(a) (b) (c) , 25. 303 , 25. 305(a) (b) (c) , 25. 307(a) , 25. 321(a) (b) (c) (d) , 25. 331(a) (b) (c) , 25. 333(a) (b) , 25. 335(a) (b) (c) (d) (e) , 25. 337(a) (b) (c) , 25. 341 (a) (b) , 25. 343(a) (b) , 25. 345(a) (b) (d) , 25. 349(a) (b) ,

25. 351(a) (b) (c) (d), 25. 365(a) (b) (d) (e) (f) (g), 25. 367(a) (b), 25. 471(a) (b) (c), 25. 473(a) (b) (c) (d) (e), 25. 477, 25. 479(a) (c) (d), 25. 481(a) (c), 25. 483(a) (b), 25. 485(a) (b), 25. 487(a) (b), 25. 489, 25. 491, 25. 493(b) (c) (e), 25. 495, 25. 499(a) (b) (c) (d) (e), 25. 503(a) (b), 25. 507(a) (b), 25. 509(a) (c) (d), 25. 511(a) (b) (c) (d) (e) (f), 25. 519(a) (b) (c), 25. 561(a) (b) (c) (d), 25. 562, 25. 563, 25. 571(a) (b) (c), 25. 581(a) (b) (c), 25. 601, 25. 603(a) (b) (c), 25. 605(a) (b), 25. 607(a) (b) (c), 25. 609(a) (b), 25. 611(a) (b), 25. 613(a) (b) (c) (f), 25. 619(a) (b) (c), 25. 621(a) (b) (c) (d), 25. 623(a) (b), 25. 625(a) (b) (c) (d), 25. 629(a) (b), 25. 785(b) (d), 25. 787(a) (b), 25. 789(a) (b), 25. 801(b) (c) (e), 25. 803(a), 25. 807(g) (3), 25. 812(a) (1) (d), 25. 813(a) (b), 25. 815, 25. 831(a), 25. 843(a), 25. 851(a) (1) (5) (6) (7) (8), 25. 853(a) (c), 25. 869(a), 25. 899(a) (b), 25. 1301(a) (b), 25. 1307(c), 25. 1309(a) (b) (d), 25. 1310(a) (b), 25. 1316(a) (b) (c), 25. 1351(a), 25. 1353(a) (c), 25. 1357(a) (c), 25. 1360(a) (b), 25. 1401, 25. 1411(a) (b) (d) (1) (d) (2) (d) (4) (e), 25. 1415(a) (b) (c) (d), 25. 1423(a) (b) (c) (d) (e) (f) (g), 25. 1431(a) (c), 25. 1435(a) (1), 25. 1441(b), 25. 1443(b) (c), 25. 1445(a) (b), 25. 1447(a) (b), 25. 1449, 25. 1503, 25. 1505, 25. 1507, 25. 1511, 25. 1513, 25. 1515, 25. 1517, 25. 1519, 25. 1525, 25. 1529, 25. 1531, 25. 1541, 25. 1557, 25. 1561(b) (c) (d) (e), 25. 1581(a) (b), 25. 1583, 25. 1585(a), 25. 1701(a) (b), 25. 1703(a) (b), 25. 1705, 25. 1707(a) (b) (c) (i) (j) (1), 25. 1709(a) (b), 25. 1711(a) (c) (d) (e), 25. 1713(c), 25. 1715(a) (b), 25. 1717, 25. 1719, 25. 1721(a) (b) (c), 25. 1729.

For the function of Precipitation Enhancement Task System, 25. 1301(a) (1) (4) is not entirely inappropriate and 25. 1309(a) is inappropriate, refer to Issue Paper G-1.

- d) 《运输类飞机的持续适航和安全改进规定》(CCAR-26, 2011 年 11 月 7 日颁发) 适用的条款:

26. 41, 26. 45(a) (b) (c) (d) (e)。

“Continued Airworthiness and Safety Improvements for Transport Category Airplanes” (CCAR-26, issued on Nov. 7, 2011), applicable sections:

26. 41, 26. 45(a) (b) (c) (d) (e)。

- e) 《航空器型号和适航合格审定噪声规定》(CCAR-36-R2, 2018 年 01 月 12 日颁布) 适用的条款:

36. 1(a) (1) (b) (c) (f) (g), 36. 2(b), 36. 3, 36. 5, 36. 6, 36. 7, 36. 101, 36. 103, 36. 105, 36. 1501(a), 36. 1581(a) (1) (b) (c) (d), A36. 1, A36. 2, A36. 3, A36. 4, A36. 5, A36. 6, A36. 7, B36. 1, B36. 2, B36. 3(a) (2) (b) (c), B36. 5(c) (1) (iii)、(c) (2) (3) (d), B36. 7。

“Noise Standards: Aircraft Type and Airworthiness Certification” (CCAR-36-R2, issued on Jan. 12, 2018), applicable sections:

36. 1(a) (1) (b) (c) (f) (g), 36. 2(b), 36. 3, 36. 5, 36. 6, 36. 7, 36. 101, 36. 103, 36. 105, 36. 1501(a), 36. 1581(a) (1) (b) (c) (d), A36. 1, A36. 2, A36. 3, A36. 4, A36. 5, A36. 6, A36. 7, B36. 1, B36. 2, B36. 3(a) (2) (b) (c), B36. 5(c) (1) (iii)、(c) (2) (3) (d), B36. 7。

3. 生产依据/Production Basis

生产厂家/Manufacturer: 中航西飞民用飞机有限责任公司/AVIC XAC COMMERCIAL AIRCRAFT CO., LTD.

生产许可证编号/Production Certificate No.:PC006A

(1110、1206 两架机生产依据见注释 2)

(See Note4 for the Production Certificate of Serial Number 1110 and 1206)

4. 技术特性和使用限制/Technical Characteristics and Operational Limitations

除下列条目更新外, 其余技术特性与 D IV 节中所列内容保持一致。

(1) 最大重量(公斤)

/Max. weight (kg)

项目	重量
最大滑行重量 Max.taxiing weight	21900
最大起飞重量 Max.takeoff weight	21800
最大着陆重量 Max.landing weight	21600
空机重量Empty weight	15377
最大商务载重(包括选装 项目重量) Max.payload(including optional items)	3800

(2) 水平测量措施

/Leveling means

水平测量理论图纸: Y7III-0001-0LL 和 Y7III-J205-8950.

Refer to aircraft leveling theoretical drawings Y7 III -0001-0LL and Y7III-J205-8950.

(3) 最大乘员/Max.

occupants

飞机驾驶舱不超过3 人(包括驾驶员2 人), 任务作业人员不超过12名。

There are no more than 3 people in the cockpit (including 2 pilots) and no more than 12 mission operator.

(4) 最大行李重量及货

舱装载/Max.

Luggage Weight

and Cargo

Compartment Load

无货舱

No Cargo.

(5) 制造序号

/Manufacturing

Serial Numbers

1110 1206

(1110、1206两架机生产依据见注释2)

(See Note2 for the Production Certificate of Serial Number 1110 and 1206)

(6) 设备/Equipment

适用的适航规章(见审定基础)所要求的基本设备必须安装在航空器上以满足型号合格审定的要求。所要求的设备见《新舟60飞机增雨作业改进平台装机设备清单》(Y7III-HZ840-852)和《新舟60飞机增雨作业改进任务系统装机设备清单》(Y7III-HZ840-890)。

The basic equipment prescribed by applicable CCARs (refer to certification basis) must be installed on the certified aircraft. Refer to “Installed equipment list of MA60 aircraft precipitation operation improvement (Y7III-HZ840-852)”、“Installed equipment list of MA60 aircraft precipitation operation improvement task system”(Y7III-HZ840-890)

(7) 运行限制/

Operational
Limitations

禁止商业性载客运行；

限用于天气控制（人工增雨、消云减雨、气象探测及任务作业空地通信）；

昼间和夜间目视飞行规则飞行；

昼间和夜间仪表飞行规则飞行；

结冰条件运行；

具备《MA60型飞机飞行手册(No. MA60-AFM-01)》中应急程序4.5.3节规定的水上迫降能力；

I类着陆运行。

Commercial passenger operation is prohibited;

Only for weather control (artificial precipitation, eliminate clouds and reduce rain, weather detection, mission operation ari-ground communication);

VFR flight at daytime and night;

IFR flight at daytime and night;

Icing condition flight;

It is capable for ditching according to the requirement specified in emergency procedures 4.5.3 of “MA60 Aircraft Flight Manual (No. MA60-AFM-01)”;

CAT-I landing.

5. 批准的技术资料/Approved Technical Documents

序号 No.	技术出版物名称 TP Title	技术出版物编号 TP No.	版次 Revision	备注 Note
1	MA60 飞行手册/AFM	MA60-AFM-01	37 版及以后经批准的版本 Version 37 and later approved	
2	MA60 结构修理手册/SRM	TP221A01	14 版及以后经	

			批准的版本 Version 14 and later approved	
3	审定维修要求和适航性限制/CMR and ALS	TP103A01	10 版及以后经 批准的版本 Version 10 and later approved	见维修计划文件 第九章 Refer to Chapter 9 of the maintenance plan document
4	重量平衡手册/WBM	TP431A01-AAA-B BBB	AAA 表示用户代 码,BBBB 表示飞 机生产架次。The meaning of AAA is user code, the meaning of BBBB is aircraft Serial Number	

6. 注释/Notes:

注释 1. MA60-101是在MA60的基础上, 加装了大气探测子系统、催化作业子系统、空地通信子系统、任务电源子系统以及任务集成子系统, 并进行了适应性更改, 详见《新舟60型飞机增雨作业改进型号设计技术状态》(Y7III-JB00-4584 A版及以后经批准的版本)。

NOTE 1. MA60-101 is based on MA60 with atmospheric cloud particle detection system, seeding system, ground information transmission system, task power system and task integration system, see details in document “Model design technical conditions of the MA60 Aircraft Precipitation Operation Improvement ” (Y7III-JB00-4584 Version A and later approved) .

注释 2. 构型MA60-101, 1110、1206两架机由MA60飞机改装而来, MA60飞机按PC0006A生产, 改装部分依据MA60飞机型号合格证构型设计更改批准进行生产。

Note 2. MA60-101, Serial Number 1110 and 1206 were modified from the MA60 aircraft. The MA60 aircraft was produced according to PC0006A, and the modified parts were produced according to the approval of the configuration design change of the MA60 aircraft type certificate.

第五部分: MA600 型别技术数据/SECTION E:Model MA600 TECHNICAL DATA

E I. 概述/General

1. 产品型别/Model: MA600
2. 批准日期/Approval Date: 2010 年 5 月 10 日/May 10. 2010

E II. 生产依据/Production Basis

生产厂家/Manufacturer: 中航西飞民用飞机有限责任公司/AVIC XAC COMMERCIAL AIRCRAFT CO., LTD.

生产许可证编号/Production Certificate No.:PC006A

E III. 审定基础/Certification Basis

MA600 由 MA60 衍生而来, 更改部分审定基础如下, 未更改部分沿用 MA60 审定基础。

MA600 was derived from MA60. The certification basis of the modified part is as follows. The unmodified parts still remained the certification basis of MA60.

- a) 《运输类飞机适航标准》(CCAR-25-R3, 2001 年 5 月 14 日第三次修订) 适用的条款:

25. 1, 25. 21, 25. 23, 25. 29(a) (b), 25. 31, 25. 101(a) (i), 25. 105(a) (d), 25. 107(d) (e), 25. 109(b) (c) (f) (2), 25. 111, 25. 113(b) (c) (2), 25. 115, 25. 117, 25. 121, 25. 123, 25. 143(a) (c) (f), 25. 171, 25. 173, 25. 175, 25. 177, 25. 181, 25. 207, 25. 253, 25. 301, 25. 303, 25. 305(a) (b) (c), 25. 307(a) (d), 25. 321, 25. 331, 25. 349, 25. 365, 25. 471, 25. 473, 25. 479, 25. 481(c), 25. 511, 25. 519, 25. 561(a) (b) (c) (d), 25. 562(a) (b) (c), 25. 571(a) (b) (c), 25. 581(b), 25. 601, 25. 603, 25. 605, 25. 607(a) (b) (c), 25. 609, 25. 611, 25. 677(b), 25. 679(a), 25. 699, 25. 771(a) (c) (e), 25. 777(c) (f), 25. 781, 25. 783(a) (b) (c) (d) (e) (f) (h) (j), 25. 785(b) (c) (d) (f) (g) (i) (l), 25. 787(a) (b), 25. 789(a), 25. 791(d) (c), 25. 793, 25. 801, 25. 803(a) (c), 25. 807(a) (d) (e) (f) (g) (i), 25. 809(a) (b) (c) (d) (e) (f) (g), 25. 811(a) (b) (c) (d) (e) (f) (g), 25. 812(a) (b) (g), 25. 813(a) (b), 25. 815, 25. 817, 25. 841(b) (5) (6), 25. 843(a) (b) (4), 25. 851(a), 25. 853(a) (c) (e) (f), 25. 854, 25. 855(a) (b) (d) (h) (2), 25. 857(b), 25. 858(a) (b) (e), 25. 871, 25. 1141(f), 25. 1142, 25. 1145(c), 25. 1163(a), 25. 1183(a), 25. 1301, 25. 1303(a) (b) (c) (d), 25. 1305(a) (c) (e), 25. 1307, 25. 1309(a) (b) (c) (d) (g), 25. 1316(a) (b), 25. 1321(a) (b) (c) (d) (e), 25. 1322(a) (b) (c) (d), 25. 1325(a) (b) (c) (d) (d) (e) (g), 25. 1326(a) (b), 25. 1327(a), 25. 1331(a) (b), 25. 1333(a) (b), 25. 1337(b) (1) (2), 25. 1351(a) (1), 25. 1353(a), 25. 1357(a) (b) (c) (d) (e), 25. 1381, 25. 1385, 25. 1387, 25. 1389, 25. 1391, 25. 1393, 25. 1395, 25. 1397, 25. 1401, 25. 1411(a) (f), 25. 1423, 25. 1431(a) (b) (c), 25. 1435(a), 25. 1459, 25. 1501, 25. 1503, 25. 1529, 25. 1541(a) (b), 25. 1543, 25. 1545, 25. 1547, 25. 1549(a) (b) (c) (d), 25. 1553, 25. 1557, 25. 1561, 25. 1563, 25. 1581(a), 25. 1583(c), 25. 1585。

以下等效安全条款与 Y7-200A 一致:

§ 25. 607(a) 紧固件, 见问题纪要 A-4;

§ 25. 143(c) 操纵性和机动性总则和 § 25. 145(b) 纵向操纵力, 见问题纪要 F-3;

§ 25. 671(c) 操纵系统总则, 见问题纪要 SE-1。

“Airworthiness Standards: Transport Category Airplanes” (CCAR-25-R3, Revision 3 on May. 14, 2001), applicable sections:

25. 1, 25. 21, 25. 23, 25. 29 (a) (b), 25. 31, 25. 101 (a) (i), 25. 105 (a) (d), 25. 107 (d) (e), 25. 109 (b) (c) (f) (2), 25. 111, 25. 113 (b) (c) (2), 25. 115, 25. 117, 25. 121, 25. 123, 25. 143 (a) (c) (f), 25. 171, 25. 173, 25. 175, 25. 177, 25. 181, 25. 207, 25. 253, 25. 301, 25. 303, 25. 305 (a) (b) (c), 25. 307 (a) (d), 25. 321, 25. 331, 25. 349, 25. 365, 25. 471, 25. 473, 25. 479, 25. 481 (c), 25. 511, 25. 519, 25. 561 (a) (b) (c) (d), 25. 562 (a) (b) (c), 25. 571 (a) (b) (c), 25. 581 (b), 25. 601, 25. 603, 25. 605, 25. 607 (a) (b) (c), 25. 609, 25. 611, 25. 677 (b), 25. 679 (a), 25. 699, 25. 771 (a) (c) (e), 25. 777 (c) (f), 25. 781, 25. 783 (a) (b) (c) (d) (e) (f) (h) (j), 25. 785 (b) (c) (d) (f) (g) (i) (l), 25. 787 (a) (b), 25. 789 (a), 25. 791 (d) (c), 25. 793, 25. 801, 25. 803 (a) (c), 25. 807 (a) (d) (e) (f) (g) (i), 25. 809 (a) (b) (c) (d) (e) (f) (g), 25. 811 (a) (b) (c) (d) (e) (f) (g), 25. 812 (a) (b) (g), 25. 813 (a) (b), 25. 815, 25. 817, 25. 841 (b) (5) (6), 25. 843 (a) (b) (4), 25. 851 (a), 25. 853 (a) (c) (e) (f), 25. 854, 25. 855 (a) (b) (d) (h) (2), 25. 857 (b), 25. 858 (a) (b) (e), 25. 871, 25. 1141 (f), 25. 1142, 25. 1145 (c), 25. 1163 (a), 25. 1183 (a), 25. 1301, 25. 1303 (a) (b) (c) (d), 25. 1305 (a) (c) (e), 25. 1307, 25. 1309 (a) (b) (c) (d) (g), 25. 1316 (a) (b), 25. 1321 (a) (b) (c) (d) (e), 25. 1322 (a) (b) (c) (d), 25. 1325 (a) (b) (c) (d) (d) (e) (g), 25. 1326 (a) (b), 25. 1327 (a), 25. 1331 (a) (b), 25. 1333 (a) (b), 25. 1337 (b) (1) (2), 25. 1351 (a) (1), 25. 1353 (a), 25. 1357 (a) (b) (c) (d) (e), 25. 1381, 25. 1385, 25. 1387, 25. 1389, 25. 1391, 25. 1393, 25. 1395, 25. 1397, 25. 1401, 25. 1411 (a) (f), 25. 1423, 25. 1431 (a) (b) (c), 25. 1435 (a), 25. 1459, 25. 1501, 25. 1503, 25. 1529, 25. 1541 (a) (b), 25. 1543, 25. 1545, 25. 1547, 25. 1549 (a) (b) (c) (d), 25. 1553, 25. 1557, 25. 1561, 25. 1563, 25. 1581 (a), 25. 1583 (c), 25. 1585.

All the following equivalent safety findings are the same as the Y7-200A:

§ 25.607(a) Fasteners, refer to Issue Paper A-4;

§ 25.143(c) General of controllability and maneuverability and § 25.145(b) longitudinal control force, refer to Issue Paper F-3;

§ 25.671(c) General of control system, refer to Issue Paper SE-1.

b) 水上迫降

《运输类飞机适航标准》(CCAR-25-R3, 2001年5月14日第三次修订): 25.563, 25.801, 25.807, 25.1411, 25.141, 25.1561。2007年4月3日批准。

Ditching

“Airworthiness Standards: Transport Category Airplanes” (CCAR-25-R3, Revision 3 on May 14, 2001): 25.563, 25.801, 25.807, 25.1411, 25.1415, 25.1561. This configuration was approved on Apr. 3, 2007.

c) 《运输类飞机的持续适航和安全改进规定》(CCAR-26, 2011年11月7日颁发) 适用的条款:

26.11(a) (b) (c) (d) (e) (f), 26.33(b) (g), 26.41, 26.45(a) (b) (c) (d) (e)

“Continued Airworthiness and Safety Improvements for Transport Category Airplanes” (CCAR-26, issued on Nov. 7, 2011), applicable sections:

26.11(a) (b) (c) (d) (e) (f), 26.33(b) (g), 26.41, 26.45(a) (b) (c) (d) (e).

d) 《涡轮发动机飞机燃油排泄和排气排出物规定》(CCAR-34, 2002年3月20日颁发) 适用部分。

The applicable sections of “Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes” (CCAR-34, Issued on March 20, 2002).

e) 《航空器型号和适航合格审定噪声规定》(CCAR-36-R1, 2007 年 04 月 15 日第一次修订) 适用部分。

The applicable sections of “ Noise Standards: Aircraft Type and Airworthiness Certification” (CCAR-36-R1, Revision 1 on April 15, 2007).

f) 局方规定的 HIRF 专用条件,编号: SE-1,SE-2。

HIRF Special Condition prescribed by CAAC, numbered SE-1, SE-2.

E IV. 技术特性和使用限制/Technical Characteristics and Operational Limitations

- (1) 发动机/Engine

2 台涡轮螺旋桨发动机,型号为: PW127J . 发动机生产厂家: 加拿大普惠公司,CAAC 型号认可证号为 VTC105E,2000 年 07 月 20 日批准。
2 turboprop engines, type: PW127J. Engine manufacturer: Pratt and Whitney Canada Corporation.VTC No. VTC105E issued by CAAC on Jul. 20, 2000.
- (2) 发动机限制/
Engine
limitation:

见 PW127J 型发动机维修手册。
Refer to MODEL PW127J MAINTENANCE MANUAL (PN:3043392).
- (3) 螺旋桨
/Propeller

两具全复合材料高效低噪音四叶螺旋桨, 型号: 247F-3. 制造厂家: 美国哈密尔顿公司,CAAC型号认可证号为: VTC0042P,2007 年04月23日批准。
2 sets of full composite material high efficiency low noise four-blade propellers, type: 247F-3. Manufacturer: Hamilton Sundstrand Co. in USA. VTC No.VTC0042P issued by CAAC on Apr. 23, 2007.
详见247F-3型螺旋桨维修手册。
- (4) 螺旋桨限制
/Propeller
limitation

Refer 247F-3 MAINTENANCE MANUAL (PN:P5205) .
- (5) 辅助动力装置/
Auxiliary Power
Unit

1 台GTCP36-150 (CY) 型APU装置,制造厂家: Honeywell.
1 Honeywell APU type: GTCP36-150 (CY).

(6) 燃油/Fuel

牌号 Grade	规范 Specifications
RP-3, Jet A, Jet A-1, AVTUR/FSII.	GB6537-2018 ASTM (D1655) Defence Standard 91-87

(7) 燃油量/Fuel Capacity

最大燃油量为4030公斤。
The max. fuel quantity is 4030kg.

软油箱和整体油箱的容量
Capacity of Flexible and Integral Tank

组 号 Group No.	名称 Name	实 用 容 量 (升) Utility Capacity(Li ter)	重 量 (公 斤)(比 重 0.775克/立方厘 米) Weight(kg) (density 0.775 g/cm ³)
I 组 Group I	软油箱 Flexible tank	1440	1116
II 组 Group II	整体油箱 Integral tank	2400	1860
III组 Group III	值班油箱 (整体油箱内) On-duty Tank(in the integral tank)	1360	1054
合 计 Total		5200	4030

注：燃油箱实用容量指扣除3%膨胀空间后的容积。
Note: The utility capacity of the fuel tank is the volume after deducting the 3% expansion space.

(8) 滑油/Oil

牌号 Grade	规范 Specifications
Aero Shell Turbine Oil 500 Royco Turbine Oil 500 Mobil Jet Oil II Castrol 5000 BP Turbo Oil 2380/Exxon Turbo Oil 2380等/etc	MIL-PRF-23699F, Type II MIL-PRF-23699, Type II

(9) 滑油容量/Oil Capacity

飞机上的发动机的滑油系统总容积为46 lb(20.9kg)。
The total volume of the aircraft engine oil system is 46 lb (20.9kg).
滑油可选用。

最大滑油消耗量: 0.5 lb/h.

Max. oil consumption: 0.5 lb/h.

(6) 起飞着陆/Takeoff and landing:

最大平均跑道坡度/Maximum average runway slope	±2%
---------------------------------------	-----

6,120 meters. (Permitted to 7,620 m in special condition.)

正常使用重心。

Normal operating C.G

22~28% MAC

重心前极限(起落架收上)

Front Limit of C.G. (with gear retracted)

15%MAC

重心后极限(起落架放下)

Rear limit of C. G. (with gear extended)

31%MAC

注：飞机在不同飞行重量下收上起落架时，将使飞机重心向前移动：2.16~3.3% MAC

Note: The aircraft C.G. will move forward 2.16~3.3%MAC when the landing gear is retracted with different flight weight.

空机重心范围(起落架放下)

21+1%MAC

Empty weight C.G. range (with gear extended) 21±1%MAC.

最大滑行重量

Max. taxiing weight

21900

最大起飞重量

Max. takeoff weight

21800

最大着陆重量

Max. landing weight

21600

空机重量

Empty weight

14000

最大商务载重(包括选装项目重量) Max. payload(including optional items)	5500
--	------

- (14) 飞行机动载荷系数 /Flight maneuvering load factor
- 襟翼收起: flap retracted +2.52 g
-1.0 g
襟翼放下: flap extended +2.0 g
0.0 g

- (15) 水平测量措施/Leveling means
- 飞机水平测量理论图纸: Y7III-0001-0LL.
Refer to aircraft leveling theoretical drawings Y7III-0001-0LL.

- (16) 平均气动弦长 (MAC)/ Mean aerodynamic chord (MAC)
- 2.811 米.
2.811meters.

- (17) 最小飞行机组 /Min. aircrew
- 2人体制, 正、副驾驶员。
2 persons: pilot and copilot.

- (18) 最大乘员/Max. occupants
- 飞机驾驶舱不超过 3 人 (包括驾驶员 2 人), 56 名旅客和 2 名乘务员。
For aircraft, no more than 3 persons in the cockpit (including 2 pilots), 56 passengers and 2 attendants.

- (19) 最大行李重量及货舱装载/Max. Luggage Weight and Cargo Compartment Load

货舱 Cargo compartment	货舱尺寸(米) Cargo compartment dimensions (m)			体积 Volume	面积 Area	允许载重 Allowable load
	高 height	长 length	宽 width	(米 ³) (m ³)	(米 ²) (m ²)	(公斤) (kg)
前货柜 Front cargo Cabinet	1.74	1.43	0.9	2.24	1.3	420
后货舱 Rear Cargo	1.35~1.7	1.45	1.85	4.5	2.7	420

- (20) 操纵面运动范围/
Moving Range of Control Surface

操纵件 名称 Control Unit	测量点 Measuring Point	偏转方向 Deflection Direction	偏转角度值 Deflection Angle	偏转线 位移值 Deflection line Displacement (mm)
副翼 Aileron	19点左,右 Point 19 left, right	向上 Upward	$24^{\circ} \pm 1^{\circ}$	110 ± 6
		向下 Downward	$16^{\circ} \pm 1^{\circ}$	73 ± 5.5
副翼调整 片 Aileron trim tab	38点左,右 Point 38, left right	向上 Upward	$7^{\circ} \pm 1^{\circ}$	21.5 ± 3
		向下 Downward	$7^{\circ} \pm 1^{\circ}$	21.5 ± 3
副翼助力 补偿片 Aileron Balancing tab	20点左,右 Point 20 left, right	向上 Upward	$9^{\circ} 30' \begin{smallmatrix} +30' \\ -1^{\circ} \end{smallmatrix}$	$29.2 \begin{smallmatrix} +2.5 \\ -4.0 \end{smallmatrix}$
		向下 Downward	$14^{\circ} 30' \begin{smallmatrix} +45' \\ -30' \end{smallmatrix}$	$44.4 \begin{smallmatrix} +3.5 \\ -2.5 \end{smallmatrix}$
方向舵 Rudder	7点 Point 7	向左 Leftward	$25^{\circ} \pm 1^{\circ}$	466 ± 20
		向右 Rightward	$25^{\circ} \pm 1^{\circ}$	466 ± 20
方向舵调 整片 Rudder trim tab	7点 Point 7	向左 Leftward	$19^{\circ} \begin{smallmatrix} +1^{\circ} \\ -3^{\circ} \end{smallmatrix}$	$45 \begin{smallmatrix} +3 \\ -9 \end{smallmatrix}$
		向右 Rightward	$19^{\circ} \begin{smallmatrix} +1^{\circ} \\ -3^{\circ} \end{smallmatrix}$	$45 \begin{smallmatrix} +3 \\ -9 \end{smallmatrix}$
方向舵弹 簧助力补 偿片 Rudder spring balancing tab	7点 Point 7	向左 Leftward	$19^{\circ} \pm 1^{\circ}$	45 ± 3
		向右 Rightward	$19^{\circ} \pm 1^{\circ}$	45 ± 3
升降舵 Elevator	29点左,右 Point 29 left, right	向上 Upward	$30^{\circ} \pm 1^{\circ}$	155 ± 7
		向下 Downward	$15^{\circ} \pm 1^{\circ}$	78.3 ± 6
升降舵调	30点 Point 30	向上 Upward	$20^{\circ} \pm 1^{\circ}$	39 ± 3

	整片 Elevator trim tab		向下 Downward	$28^{\circ+0^{\circ}}_{-2.0^{\circ}}$	$54.4^0_{-4.0}$
	内襟翼 Inner flap	44点左,右 Point 44 left, right	起飞进场 Takeoff approach	$5^{\circ} \pm 1^{\circ}$	95.6 ± 19
				$15^{\circ} \pm 1^{\circ}$	286 ± 19
			着陆 Landing	$30^{\circ}_{-1^{\circ}}$	567.85_{-19}
	外襟翼 Outer flap	21点左,右 Point 21 left, right	起飞进场 Taking off	$5^{\circ} \pm 1^{\circ}$	76.5 ± 15
				$15^{\circ} \pm 1^{\circ}$	229 ± 15
			着陆 Landing	$30^{\circ}_{-1^{\circ}}$	452_{-15}
		22点左,右 (参考) Point 22 left, right (reference)	起飞进场 Takeoff approach	$5^{\circ} \pm 1^{\circ}$	110 ± 21
				$15^{\circ} \pm 1^{\circ}$	330 ± 21
			着陆 Landing	$30^{\circ}_{-1^{\circ}}$	655_{-21}

(21) 制造序号
/Manufacturing
Serial Numbers

0607
0906 0907 0908 0910
1308 1309

(22) 设备/Equipment

MA600 型飞机外购成品目录 (Y7III-HZ840-220)。
The basic equipment prescribed by applicable CCARs (refer to certification basis) must be installed on the certified aircraft. Refer to “MA600 Aircraft Finished Product List (Y7III-HZ840-220)” .

(23) 运行限制/
Operational
Limitations

昼间和夜间目视飞行规则飞行;
昼间和夜间仪表飞行规则飞行;
结冰条件运行;
MA600 型飞机具备《MA600 型飞机 飞行手册 (No. TP411C01)》中应急程序 4.60 节“水上迫降”规定的水上迫降能力。
VFR flight at daytime and night;
IFR flight at daytime and night;
Icing condition flight.

MA600 aircraft is capable for ditching according to the requirement specified in emergency procedures 4.60 of “MA600 Aircraft Flight Manual (No. TP411C01)” .

E V. 批准的技术资料/Approved Technical Documents

序号 No.	技术出版物名称 TP Title	技术出版物编号 TP No.	版次 Revision	备注 Note
1	飞行手册/AFM	TP411C01	08 版及以后经批准的版本 Version 08 and later approved	
2	结构修理手册/SRM	TP221D01	06 版及以后经批准的版本 Version 06 and later approved	
3	审定维修要求和适航性限制/CMR and ALS	TP103D01	08 版及以后经批准的版本 Version 08 and later approved	见维修计划文件第九章 Refer to Chapter 9 of the maintenance plan document
4	重量平衡手册/WBM	TP431C01	手册版次是以单机为准。 The revision is based on specific MSN.	

E VI. 注释/Notes

无。

第六部分: MA600F 型别技术数据/SECTION F: Model MA600F TECHNICAL DATA

F I. 概述/General

1. 产品型别/Model: MA600F
2. 批准日期/Approval Date: 2013 年 8 月 30 日/ Aug. 30, 2013

F II. 生产依据/Production Basis

生产厂家/Manufacturer: 中航西飞民用飞机有限责任公司/AVIC XAC COMMERCIAL AIRCRAFT CO., LTD.

生产许可证编号/Production Certificate No.: PC006A

F III. 审定基础/Certification Basis

MA600F 由 MA600 衍生而来, 更改部分审定基础如下, 未更改部分沿用 MA600 审定基础。
MA600F was derived from MA600. The certification basis of the modified part is as follows. The unmodified parts still remained the certification basis of MA600.

- a) 《运输类飞机适航标准》(CCAR-25-R3, 2001 年 5 月 14 日第三次修订) 适用的条款:

25. 21(a), 25. 23, 25. 25, 25. 27, 25. 29, 25. 31, 25. 143(a), 25. 235, 25. 301(a) (b) (c), 25. 303, 25. 305(a) (b) (c), 25. 307(a) (d), 25. 321(a) (b) (c) (d), 25. 331(a) (b) (c) (d) (e) (f), 25. 341, 25. 21(a), 25. 23, 25. 25, 25. 27, 25. 29, 25. 31, 25. 143(a), 25. 235, 25. 301(a) (b) (c), 25. 303, 25. 305(a) (b) (c), 25. 307(a) (d), 25. 321(a) (b) (c) (d), 25. 331(a) (b) (c) (d) (e) (f), 25. 341, 25. 343(b) (1) (ii), 25. 345(a) (2), 25. 349, 25. 365(a) (b) (c) (d) (e) (f) (g), 25. 427, 25. 445, 25. 471, 25. 473(a) (b) (c) (e), 25. 479(a) (c) (d), 25. 481(a) (c), 25. 491, 25. 511(a) (c) (d) (e), 25. 519(c), 25. 561(c) (2) (b) (3), 25. 563, 25. 571(a) (b) (c), 25. 601, 25. 603, 25. 607(b) (c), 25. 609, 25. 611, 25. 625, 25. 629(a) (b), 25. 729(c) (d) (e), 25. 777(a) (b), 25. 783(b) (c) (e) (f), 25. 787(a) (b) (c), 25. 793, 25. 801(e), 25. 843(b) (4), 25. 851(a) (3) (5), 25. 853(a), 25. 855(a) (b) (d) (h) (2), 25. 857(e) (2) (3) (4), 25. 858(a) (c) (d), 25. 1301(a) (b) (c) (d), 25. 1309(a) (b) (c) (g), 25. 1322, 25. 1353(a) (b), 25. 1357(a) (c), 25. 1519, 25. 1523(b), 25. 1525, 25. 1529, 25. 1541, 25. 1555(d) (1), 25. 1557(a), 25. 1561(b), 25. 1581(b), 25. 1583(c), 25. 1585。

以下等效安全条款与 Y7-200A 一致:

§ 25. 607(a) 紧固件, 见问题纪要 A-4;

§ 25. 143(c) 操纵性和机动性总则和 § 25. 145(b) 纵向操纵力, 见问题纪要 F-3;

§ 25. 671(c) 操纵系统总则, 见问题纪要 SE-1。

“Airworthiness Standards: Transport Category Airplanes” (CCAR-25-R3, Revision 3 on May. 14, 2001), applicable sections:

25. 21(a), 25. 23, 25. 25, 25. 27, 25. 29, 25. 31, 25. 143(a), 25. 235, 25. 301(a) (b) (c), 25. 303, 25. 305(a) (b) (c), 25. 307(a) (d), 25. 321(a) (b) (c) (d), 25. 331(a) (b) (c) (d) (e) (f), 25. 341, 25. 21(a), 25. 23, 25. 25, 25. 27, 25. 29, 25. 31, 25. 143(a), 25. 235, 25. 301(a) (b) (c), 25. 303, 25. 305(a) (b) (c), 25. 307(a) (d), 25. 321(a) (b) (c) (d), 25. 331(a) (b) (c) (d) (e) (f), 25. 341, 25. 343(b) (1) (ii), 25. 345(a) (2), 25. 349, 25. 365(a) (b) (c) (d) (e) (f) (g), 25. 427, 25. 445, 25. 471, 25. 473(a) (b) (c) (e), 25. 479(a) (c) (d), 25. 481(a) (

c), 25. 491, 25. 511(a) (c) (d) (e), 25. 519(c), 25. 561(c) (2) (b) (3), 25. 563, 25. 571(a) (b) (c), 25. 601, 25. 603, 25. 607(b) (c), 25. 609, 25. 611, 25. 625, 25. 629(a) (b), 25. 729(c) (d) (e), 25. 777(a) (b), 25. 783(b) (c) (e) (f), 25. 787(a) (b) (c), 25. 793, 25. 801(e), 25. 843(b) (4), 25. 851(a) (3) (5), 25. 853(a), 25. 855(a) (b) (d) (h) (2), 25. 857(e) (2) (3) (4), 25. 858(a) (c) (d), 25. 1301(a) (b) (c) (d), 25. 1309(a) (b) (c) (g), 25. 1322, 25. 1353(a) (b), 25. 1357(a) (c), 25. 1519, 25. 1523(b), 25. 1525, 25. 1529, 25. 1541, 25. 1555(d) (1), 25. 1557(a), 25. 1561(b), 25. 1581(b), 25. 1583(c), 25. 1585.

All the following equivalent safety findings are the same as the Y7-200A:

§ 25. 607(a) Fasteners, refer to Issue Paper A-4;

§ 25. 143(c) General of controllability and maneuverability and § 25. 145(b) longitudinal control force, refer to Issue Paper F-3;

§ 25. 671(c) General of control system, refer to Issue Paper SE-1.

b) 《运输类飞机的持续适航和安全改进规定》(CCAR-26, 2011 年 11 月 7 日颁发)适用的条款:

26. 11(a) (b) (c) (d) (e) (f), 26. 33(b) (g), 26. 41, 26. 45(a) (b) (c) (d) (e)。

“Continued Airworthiness and Safety Improvements for Transport Category Airplanes” (CCAR-26, issued on Nov. 7, 2011), applicable sections:

26. 11(a) (b) (c) (d) (e) (f), 26. 33(b) (g), 26. 41, 26. 45(a) (b) (c) (d) (e)。

c) 《涡轮发动机飞机燃油排泄和排气排出物规定》(CCAR-34, 2002 年 3 月 20 日颁发)适用部分。

The applicable sections of “Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes” (CCAR-34, Issued on March 20, 2002).

d) 《航空器型号和适航合格审定噪声规定》(CCAR-36-R1, 2007 年 04 月 15 日第一次修订)适用部分。

The applicable sections of “Noise Standards: Aircraft Type and Airworthiness Certification” (CCAR-36-R1, Revision 1 on April 15, 2007)。

e) HIRF 专用条件, 编号: SE-1, SE-2.

HIRF Special Condition, No. SE-1, SE-2

F IV. 技术特性和使用限制/Technical Characteristics and Operational Limitations

(1) 发动机/Engine 2 台涡轮螺旋桨发动机, 型号为: PW127J. 发动机生产厂家: 加拿大普惠公司, CAAC 型号认可证号为 VTC105E, 2000 年 07 月 20 日批准。

2 turboprop engines, type: PW127J. Engine manufacturer: Pratt and Whitney Canada Corporation. VTC No. VTC105E issued by CAAC on Jul. 20, 2000.

(2) 发动机限制 见 PW127J 型发动机维修手册。

/Engine Refer to MODEL PW127J MAINTENANCE MANUAL (PN: 3043392).

limitation

- (3) 螺旋桨
/Propeller

两具全复合材料高效低噪音四叶螺旋桨，型号：247F-3. 制造厂家：美国哈密尔顿公司,CAAC型号认可证号为：VTC0042P, 2007 年 04 月 23 日批准。

2 sets of full composite material high efficiency low noise four-blade propellers, type: 247F-3. Manufacturer: Hamilton Sundstrand Co. in USA. VTC No.VTC0042P issued by CAAC on Apr. 23, 2007.

详见247F-3型螺旋桨维修手册。
- (4) 螺旋桨限制/.
Propeller
limitation

Refer 247F-3 MAINTENANCE MANUAL (PN:P5205).
- (5) 辅助动力装置/
Auxiliary Power
Unit

1台GTCP36-150 (CY) 型APU装置,制造厂家：Honeywell.
1 Honeywell APU type: GTCP36-150 (CY)

(6) 燃油/Fuel	牌号 Grade	规范 Specifications
	RP-3, Jet A, Jet A-1, AVTUR/FSII.	GB6537-2018 ASTM (D1655) Defence Standard 91-87

- (7) 燃油量/Fuel
Capacity

飞机的最大燃油量为4030公斤。
The max. fuel quantity is 4030kg.

软油箱和整体油箱的容量
Capacity of Flexible and Integral Tank

组 号 Group No.	名称 Name	实 用 容 量 (升) Utility Capacity (Liter)	重 量 (公 斤)(比 重 0.775 克/立方厘米) Weight(kg) (density 0.775 g/cm³)
I 组 Group I	软油箱 Flexible tank	1440	1116
II 组 Group II	整体油箱 Integral tank	2400	1860

Note: The utility capacity of the fuel tank is the volume after deducting the 3% expansion space.

牌号 Grade	规范 Specifications
Aero Shell Turbine Oil 500	MIL-PRF-23699F, Type II MIL-PRF-23699, Type II
Royco Turbine Oil 500	
Mobil Jet Oil II	
Castrol 5000	
BP Turbo Oil 2380/Exxon	
Turbo Oil 2380等/etc	

飞机上的发动机的滑油系统总容积为46 lb(20.9kg)。

The total volume of the aircraft engine oil system is 46 lb (20.9kg).

滑油可选用。

Oil type is optional.

最大滑油消耗量：0.5 lb/h.

Max. oil consumption: 0.5 lb/h.

(1)	$V_{MO} = 420\text{km/h}(227 \text{ kn})$	$M_{MO} = 0.52M$
(2)	$V_A = 315\text{km/h}(170 \text{ kn})$	
(3)	$V_{FE} = 315\text{km/h}(170 \text{ kn})$	5° 襟翼/ 5° of flap
	$300\text{km/h}(162 \text{ kn})$	15° 襟翼/ 15° of flap
	$300\text{km/h}(162 \text{ kn})$	30° 襟翼/ 30° of flap
(4)	$V_{LO}/V_{LE} = 300\text{km/h}(162 \text{ kn})$	
(5)	$V_D = 540\text{km/h}(292 \text{ kn})$	$M_D = 0.6$
(6)	起飞着陆/Takeoff and landing:	
	顺风/Tail Wind,	5m/s
	最大平均跑道坡度/Maximum average runway slope	$\pm 2\%$

6120米（在特殊情况下允许使用至7620 米）。
6,120 meters. (Permitted to 7,620 m in special condition.)

altitude

- (12) 重心范围/Range of Center of Gravity (C.G.)
- 正常使用重心。
Normal operating C.G. 22~28% MAC
- 重心前极限(起落架收上)
Front Limit of C.G. (with gear retracted) 15%MAC
- 重心后极限(起落架放下)
Rear limit of C.G. (with gear extended) 31%MAC
- 注: 飞机在不同飞行重量下收上起落架时,将使飞机重心向前移动: 2.16~3.3% MAC
- Note:** The aircraft C.G. will move forward 2.16~3.3%MAC when the landing gear is retracted with different flight weight.
- 空机重心范围(起落架放下) 21±1%MAC.
Empty weight C.G. range (with gear extended) 21±1%MAC

- (13) 最大重量(公斤)/
Max. weight (kg)

最大滑行重量 Max. taxiing weight	21900
最大起飞重量 Max. takeoff weight	21800
最大着陆重量 Max. landing weight	21600
空机重量 Empty weight	13430
最大商务载重(包括选装项目重量) Max. payload (including optional items)	6100

- (14) 飞行机动载荷系数 / Flight maneuvering load factor
- 襟翼收起: flap retracted +2.52 g
-1.0 g
- 襟翼放下: flap extended +2.0 g
0.0 g

- (15) 水平测量措施/
Leveling means
- 飞机水平测量理论图纸: Y7III-0001-0FLL.
Refer to aircraft leveling theoretical drawing Y7III-0001-0FLL.

- (16) 平均气动弦长
(MAC)/Mean aerodynamic chord (MAC)
- 2.811 米。
2.811 meters.

- (17) 最小飞行机组
- 2人体制,正、副驾驶员。

/Min. aircrew 2 persons: pilot and copilot.

(18) 最大乘员/Max. 飞机驾驶舱不超过 3 人（包括驾驶员 2 人）。
occupants No more than 3 persons in the cockpit (including 2 pilots).

(19) 最大行李重量及货
舱装载/Max.
Luggage Weight
and Cargo
Compartment Load

货舱 Cargo compartment	货舱尺寸(米) Cargo compartment dimension (m)			面积 Area	体积 Volume	允许 载重 Allowable load
	高 Height	长 Length	宽 Width	(米 ²) (m ²)	(米 ³) (m ³)	(公斤) (kg)
主货舱 Main cargo	1.91	13.4	2.77	4.44	74	6100
后货舱 Rear cargo	1.35~ 1.7	1.45	1.85	2.7	4.5	420

地板允许承受400公斤/米²的载荷。

The allowable load for the floor is 400kg /m²

无前后货舱。No fore and aft cargo.

(20) 操纵面运动范围/
Moving Range of
Control Surface

操纵件 名称 Control Unit	测量点 Measuring Point	偏转方向 Deflection Direction	偏转角度值 Deflection Angle	偏转线 位移值 Deflection line Displacement (mm)
副翼 Aileron	19点左,右 Point 19 left, right	向上 Upward	24° ±1°	110±6
		向下 Downward	16° ±1°	73±5.5
副翼调整 片 Aileron trim tab	38点左,右 Point 38, left right	向上 Upward	7° ±1°	21.5±3
		向下 Downward	7° ±1°	21.5±3
副翼助力 补偿片 Aileron balancing tab	20点左,右 Point 20 left, right	向上 Upward	9°30' ^{+30'} _{-1°}	29.2 ^{+2.5} _{-4.0}
		向下 Downward	14°30' ^{+45'} _{-30'}	44.4 ^{+3.5} _{-2.5}

	方向舵 Rudder	7点 Point 7	向左 Leftward	$25^{\circ} \pm 1^{\circ}$	466 ± 20
			向右 Rightward	$25^{\circ} \pm 1^{\circ}$	466 ± 20
	方向舵调整片 Rudder trim tab	7点 Point 7	向左 Leftward	$19^{\circ} \begin{smallmatrix} +1^{\circ} \\ -3^{\circ} \end{smallmatrix}$	$45 \begin{smallmatrix} +3 \\ -9 \end{smallmatrix}$
			向右 Rightward	$19^{\circ} \begin{smallmatrix} +1^{\circ} \\ -3^{\circ} \end{smallmatrix}$	$45 \begin{smallmatrix} +3 \\ -9 \end{smallmatrix}$
	方向舵弹簧助力补偿片 Rudder spring balancing tab	7点 Point 7	向左 Leftward	$19^{\circ} \pm 1^{\circ}$	45 ± 3
			向右 Rightward	$19^{\circ} \pm 1^{\circ}$	45 ± 3
	升降舵 Elevator	29点左, 右 Point 29 left, right	向上 Upward	$30^{\circ} \pm 1^{\circ}$	155 ± 7
			向下 Downward	$15^{\circ} \pm 1^{\circ}$	78.3 ± 6
	升降舵调整片 Elevator trim tab	30点 Point 30	向上 Upward	$20^{\circ} \pm 1^{\circ}$	39 ± 3
			向下 Downward	$28^{\circ} \begin{smallmatrix} +0^{\circ} \\ -2.0^{\circ} \end{smallmatrix}$	$54.4 \begin{smallmatrix} 0 \\ -4.0 \end{smallmatrix}$
	内襟翼 Inner flap	44点左, 右 Point 44 left, right	起飞进场 Takeoff approach	$5^{\circ} \pm 1^{\circ}$	95.6 ± 19
			着陆 Landing	$15^{\circ} \pm 1^{\circ}$	286 ± 19
			着陆 Landing	$30^{\circ} \begin{smallmatrix} -1^{\circ} \end{smallmatrix}$	$567.85 \begin{smallmatrix} -19 \end{smallmatrix}$
	外襟翼 Outer flap	21点左, 右 Point 21 left, right	起飞进场 Taking off	$5^{\circ} \pm 1^{\circ}$	76.5 ± 15
			着陆 Landing	$15^{\circ} \pm 1^{\circ}$	229 ± 15
			着陆 Landing	$30^{\circ} \begin{smallmatrix} -1^{\circ} \end{smallmatrix}$	$452 \begin{smallmatrix} -15 \end{smallmatrix}$
		22点左, 右 (参考) Point 22 left,	起飞进场 Takeoff approach	$5^{\circ} \pm 1^{\circ}$	110 ± 21
			着陆 Landing	$15^{\circ} \pm 1^{\circ}$	330 ± 21

		right (reference)	着陆 Landing	30° _{-1°}	655 ₋₂₁
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(21) 制造序号 0909

/Manufacturing
Serial Numbers

(22) 设备/Equipment 《MA600型飞机货机外购成品目录(Y7III-HZ840-335)》。

The basic equipment prescribed by applicable CCARs (refer to certification basis) must be installed on the certified aircraft. Refer to “MA600 Cargo Aircraft Finished Product List (Y7 III-HZ840-335) for required equipment”.

(23) 运行限制/
Operational
Limitations

昼间和夜间目视飞行规则飞行;

昼间和夜间仪表飞行规则飞行;

结冰条件运行。

VFR flight at daytime and night;

IFR flight at daytime and night;

Icing condition flight.

F V. 批准的技术资料/Approved Technical Documents

序号 No.	技术出版物名称 TP Title	技术出版物编号 TP No.	版次 Revision	备注 Note
1	飞行手册/AFM	TP411F01	03 版及以后经批准的版本 Version 03 and later approved	
2	结构修理手册/SRM	TP221D01	06 版及以后经批准的版本 Version 06 and later approved	
3	审定维修要求和适航性限制/CMR and ALS	TP103D01	08 版及以后经批准的版本 Version 08 and later approved	见维修计划文件第九章 Refer to Chapter 9 of the maintenance plan document
4	重量平衡手册/WBM	TP431F01	手册版次是以单机为准 The revision is based on specific MSN	

5	货物装载手册/Cargo Loading Manual-CLM	TP451F01		
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F VI. 注释/Notes
无。

第七部分：管理信息/SECTION G:ADMINISTRATIVE INFORMATION

G I. 型号持有人记录/Type Certificate Holder Record

名称	地址	持有日期
西安飞机工业（集团）有限责任公司 Xi ' an Aircraft Industry (Group) Company Ltd.	中国陕西省西安市阎良区 Yanliang District, Xi'an City, Shaanxi Province, China	1988. 05. 23
中航西飞民用飞机有限责任公司 AVIC XAC COMMERCIAL AIRCRAFT CO., LTD.	中国陕西省西安市阎良区蓝天路 88 号 88 Lantian Road, Yanliang District, Xi'an City, Shaanxi Province, China	2017. 12. 26

G II. 修订记录/Change Records

编号	版次	颁发日期	修订内容
TC0015A	R17		1. 按照 AP-21-AA-20223-11R1 《型号合格审定程序》相关要求修订型号合格证数据单格式，增加第七部分管理信息。 2. 修订 MA60、MA600、MA600F 审定基础表述方式； 3. 更新 MA60、MA600、MA600F 制造序号； 4. MA60 型别增加 MA60-101 构型。 1. Revise the format of the type certificate data sheet in accordance with the requirements of AP-21-AA-2023-11R1 "Type Certification Approval Procedure" and add Part 7 of the management information. 2. Revise the certification basic expression of MA60, MA600, and MA600F approval; 3. Update the manufacturing numbers of MA60, MA600, and MA600F; 4. Add MA60-101 configuration to the MA60 model.
TC0015A	R16	2018. 12. 14	1. MA60 型别下增加 MA60-100、MA60-200、MA60-300 设计构型，增加构型涉及的审定基础及有关数据信息； 2. 制造序号中增加 MA60-100: 1006、1105 MA60-200: 1106 MA60-300: 1303； 3. 页码全部更新换代。 1. Add MA60-100, MA60-200, and MA60-300 design configurations under the MA60 model, and add the certification basis and relevant data information related to the configurations; 2. Add MA60-100:1006 and 1105 MA60-200:1106 MA60-300:1303 to the manufacturing serial number; 3. All page numbers have been updated and updated.

TC0015A	R15	2017. 12. 26	1. TC 持有人名称及有关信息变更,变更为中航西飞民用飞机有限责任公司; 2. 更新 TC 证后更改内容及涉及的审定基础; 3. 页码全部更新换代。 1. The name and relevant information of the TC holder have been changed to XCAC; 2. Update the content of design changes and the certification basis involved; 3. All page numbers have been updated and updated.
TC0015A	R14	2017. 07. 24	1. 全部数据单内容增加英文翻译; 2. 增加 TC 证后更改内容及涉及的审定基础; 3. 页码全部更新换代。 1. Add English translation to all data sheet contents; 2. Add changes to the TC certificate and the basis for approval involved; 3. All page numbers have been updated and updated.
TC0015A	R13	2013. 08. 30	1. 增加 MA600F 型别, 增加型别信息; 2. 页码全部更新换代。 1. Add MA600F model and model information; 2. All page numbers have been updated and updated.
TC0015A	R12	2013. 05. 15	1. 由于生产许可证项目单更新增加 MA600, 生产依据中的生产许可证颁发日期修改为 2010 年 12 月 08 日; 2. 制造序号中增加 MA600: 0607 0906 0907; 3. 注释 4 增加 MA60 飞机符合第四阶段噪声级要求。 1. Due to the addition of MA600 in the updated production license project list, the issuance date of the production license in the production basis has been changed to December 8th, 2010; 2. Add MA600 0607 0906 0907 to the manufacturing serial number; 3. Note 4 adds that the MA60 aircraft meets the fourth stage noise level requirements.
TC0015A	R11	2010. 05. 10	1. 增加 MA600 型别, 增加型别信息; 2. 页码全部更新换代。 1. Add MA600 model and model information; 2. All page numbers have been updated and updated.
TC0015A	R10	2008. 04. 11	1. 第 14 页: 最大重量表中“最大着陆重量”由“21200”更改为“21600”。 1. On page 14, the maximum landing weight in the maximum weight table has been changed from "21200" to "21600".
TC0015A	R9	2007. 11. 20	1. 最大行李重量表中“前行李舱”“允许载重”

			由“540”更改为 650, “后行李舱” “允许载重” 由“300”更改为“550”; 2. 制造序列号增加“0407 0409 0503 0504 0507”。 1. In the maximum luggage weight table, the "forward luggage compartment" and "allowed load" have been changed from "540" to "650", and the "rear luggage compartment" and "allowed load" have been changed from "300" to "550"; 2. Add "0407 0409 0503 0504 0507" to the MA60 manufacturing serial number.
TC0015A	R8	2007. 04. 24	1. 增加水上迫降; 图号: Y7III-7590-600、Y7III-7590-700, 于 2007 年 4 月 3 日批准; 2. 增加 Y7-200A 型飞机, 0001、0003 两架机。 1. Increase forced landing on water; Drawing numbers: Y7 III-7590-600, Y7 III-7590-700, approved on April 3, 2007; 2. Add Y7-200A 0001 and 0003 aircraft.
TC0015A	R7	2007. 02. 15	1. MA60 型飞机新交付飞机增加制造序列号; 2. 部分设计完善(水上迫降等); 3. 完成噪声适航审定。 1. Add the manufacturing serial number of newly delivered MA60; 2. Partial design improvement (such as water emergency landing); 3. Complete noise airworthiness certification.
TC0015A	C	2005. 12. 20	1. MA60 型飞机新交付飞机增加制造序列号; 2. 部分设计更改完善。 1. Add the manufacturing serial number of newly delivered MA60; 2. Partial design changes and improvements.
TC0015A	B	2002. 12. 24	1. MA60 型飞机新交付飞机增加制造序列号; 2. 部分设计更改完善; 3. 把 Y7-200A 列入数据单。 1. Add the manufacturing serial number of newly delivered MA60; 2. Partial design changes and improvements; 3. Include Y7-200A in the data sheet.
TC0015A	A	2002. 03. 07	Y7-200A 型飞机更名为 MA60 型飞机。 The Y7-200A was renamed as the MA60.
TC009A	3	1999. 07. 20	Y7-200A 型飞机发动机由 PW127C 改为 PW127J。 The engine of the Y7-200A has been changed from PW127C to PW127J.
TC009A	2	1998. 04. 29	增加 Y7-200A 型别, 增加型别信息。 Add Y7-200A model and model information.
TC009A	1	1994. 06. 14	增加 Y7H-500 型别, 增加型别信息。 Add Y7H-500 model and model information.
TC009A	0	1988. 05. 23	首次颁发

			First issuance.
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