

型号认可证数据单
THE VALIDATION DATA SHEET

编号/No: VTC0272A

版次/Revision: 4

型号/Type: PAC 750XL

型别/Model:

PAC 750XL

批准人/Approved By:



职务/Title: Director General

日期/date: 2024年07月23日

本数据单是型号认可证（编号：VTC0272A）的组成部分，它规定了符合中国民用航空局的适航要求所颁发此型号认可证的产品状态和限制。

This data sheet, which is part of Validation of Type Certificate (No: VTC0272A), prescribes condition and limitation under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulation.

型号认可证持有人/Validation of Type Certificate Holder:

NZSkydive Ltd

333 Airport Road Hamilton 3282 New Zealand

第1部分 概述 (所有型别)

SECTION 1 General (ALL MODELS)

1. 型号认可证数据单版次信息以及修订记录/ Revision and Change Record of the Validation of Type Certificate Data Sheet

数据单版次信息/Revision of the Type Certificate Data Sheet

	中国民用航空局认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and Issuance date	型号合格证数据单号, 版次和颁发日期 Type Certificate Data Sheet Number, Revision and Issuance date
当前 Current	No.VTC0272A, 版次4, 2024年07月23日 No.VTC0272A, Revision 4, Date of Issue: 2024-07-23	CAANZ TCDS No A-14, Issue: 17 29 Nov 2021
历史 History	No.VTC0272A, 版次3, 2019年01月14日 No.VTC0272A, Revision 3, Date of Issue: 2019-01-14	CAANZ TCDS No A-14, Issue: 16 14 Jun 2018
历史 History	No.VTC0272A, 版次2, 2018年01月19日 No.VTC0272A, Revision 2, Date of Issue: 2018-01-19	CAANZ TCDS No A-14, Issue: 14 05 Feb 2016
历史 History	No.VTC0272A, 版次1, 2014年02月24日 No.VTC0272A, Revision 1, Date of Issue: 2014-02-24	CAANZ TCDS No A-14, Issue: 11 30 Jan 2014
历史 History	No.VTC0272A, 版次0, 2012年12月13日 No.VTC0272A, Revision 0, Date of Issue: 2012-12-13	CAANZ TCDS No A-14, Issue: 8 14 May 2012

注: 上表中出口国局方型号合格证数据单信息仅供参考

Note: Above TCDS information of Certification Authority is only for reference

认可数据单修订记录/ Change Record of the VTCDS

版次/ Revision	相对上一版的修订记录 Change Record	备注 Remark
版次4/Rev 4	1. 型号合格证持有人从Pacific Aerospace Ltd变更为NZSkydive Ltd。 Type certificate holder transfers from Pacific Aerospace Ltd to NZSkydive Ltd. 2. 新西兰民航局首字母缩写由NZCAA更改为CAANZ。 Acronym of the Civil Aviation Authority of New Zealand changes from NZCAA to CAANZ. 3. 勘误。比如, 第11页, 2.454m (100.21 in)更改为	

	2.545m (100.21 in)等。 Correct errors in printing. For example, 2.454m (100.21 in) in page 11 is changed to 2.545m (100.21 in), etc. 4. 将3号喷气燃料牌号由GB 6537-2006修订为GB 6537。 Revised No.3 Jet Fuel standard from GB 6537-2006 to GB 6537. 5. 修订“第1部分 概述”中“7. CAAC专用要求”和“第2部分”中“2.认可审定基础”的内容。 Revised contents in “7.CAAC Special Requirements” of “SECTION 1 General” and “2. Validation Certification Basis” of “SECTION 2”.	
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2. 适航类别/Airworthiness Category:

正常类/ Normal Category

限用类/Restricted Category

3. 认可当局/Validation Authority:中国民用航空局/CAAC

审定当局/Certifying Authority:新西兰民航局/CAANZ

4. 型号合格证持有人/Type Certificate Holder:

NZSkydive Ltd,
333 Airport Road Hamilton 3282 New Zealand.

5. 生产制造商/Manufacturer

Pacific Aerospace Ltd,
Private Bag 3027, Hamilton 3240, New Zealand.
常州泛太平洋航空技术有限公司,
常州市新北区罗溪镇通航路59号。

6. 双发延程飞行/ETOPS: 不适用/Not Applicable

7. CAAC专用要求/CAAC Special Requirements:

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

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

1) 进口要求/Import Requirements

为具备在中国运行的资格，按本型号认可制造的每架航空器必须具有一份出口适航证，其上签注有出口国适航当局的审定声明，即：本架航空器符合CAAC所批准的型号设计(VTC0272A)并处于可安全运行的状态。

To be consider eligible for operation in China, each aircraft manufactured under this Validation of Type Certificate must be accompanied by a certificate of airworthiness for export endorsed by the CAANZ which states (in English language): This aircraft conforms to its CAAC type design (VTC0272A) and is in a condition for safe operation.

2) 使用信息/Service information

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

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

所有提到的运行文件均可从制造商处得到。

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

(2) 满足中国国家标准3号喷气燃料（GB 6537）的使用条件。

The fuel conforms to P.R.C National Standard No.3 Jet Fuel (GB 6537).

(3) 标牌要求/ Placard Requirements:

根据CCAR 21.29(5)，为旅客和舱外救援人员设置的指示舱门位置和打开方式的所有文字标记和标牌均 应有中文。

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

第2部分 SECTION 2

1. 产品型别和批准日期/Model and Approval Date

型别 MODEL	申请日期 APPLICATION DATE	批准日期 Approval Date	类别 category
750XL	2000年01月25日/25 Jan 2000	2003年07月23日/23 Jul 2003	正常类/ Normal Category
	2005年08月29日/29 Aug 2005	2005年09月28日/28 Sep 2005	限用类/Restricted Category

2. 生产依据/Production Basis:

186及以后由新西兰Pacific Aerospace Ltd公司生产, 按飞机制造组织批准证AM69602; 8001及以后由中国常州泛太平洋航空技术有限公司生产, 按生产许可证PC0035A, 符合CAAC的VTC0272A。

Aircraft serial numbers 186 and up were manufactured by Pacific Aerospace Ltd in New Zealand under Aircraft Manufacturing organization certificate AM69602. Aircraft serial numbers 8001 and up were manufactured in People's Republic of China by Changzhou Pan-Pacific Aviation Technology Co.Ltd(CPAT) under Civil Aviation Administration of China(CAAC) Production Certificate PC0035A and conform to the CAAC Validation of Type Certificate VTC0272A.

3. 认可审定基础/Validation Certification Basis

CAAC的认可审定基础由CAANZ的审定基础和CAAC 的附加技术条件组成如下:

The CAAC validation basis is consists of the CAANZ certification basis and the CAAC additional technical conditions as follows:

(1) 确定适用要求的基准日期/Reference date for determining the applicable requirements:

2012.10.10/10 October 2012.

(2) CAANZ 的审定基础/CAANZ Certification Basis:

(详见CAANZ型号合格证数据单: 编号A-14/refer to CAANZ Type Certificate Data Sheet No A-14)

新西兰民用航空规章第21部B当前有效, 2000年1月25日(1997年12月25日第5修正案)
/New Zealand Civil Aviation Rules Part 21B current on 25 January 2000
(amendment 5 dated 25 December 1997).

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

-1965年2月1日生效的第23部, 从修正案23-1到2002年3月1日生效的修正案23-55

/Part 23 effective 1 February 1965 as amended by amendment 23-1 through 23-55 dated 1 March 2002.

-1990年9月10日生效的第34部，从修正案34-1到1999年3月2日生效的修正案34-3

/Part 34 dated September 10, 1990, including Amendments 34-1 through 34-3 dated 2nd March 1999.

-1969年12月1日生效的第36部，从修正案36-1到2002年7月8日生效的修正案36-24

/Part 36 effective 1 December 1969 as amended by amendment 36-1 through 36-24 dated 8 July 2002.

下列要求不符合，但通过补偿提供等效安全因素

/The following requirements are not complied with but are compensated for by factors that provide an equivalent level of safety:

FAR 23.1505(c)—参见CAANZ ELOS确定备忘录，2003 年 7 月 18 日/ See CAANZ ELOS Decision memo dated 18/7/03.

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

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

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

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

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

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

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

-1965年2月1日生效的第23部，从修正案23-1到2002年3月1日生效的修正案23-55, 按照 FAA AC 21.25-1 不包括 23.221, 和/ Part 23 effective 1 February 1965 as amended

by amendment 23-1 through 23-55 dated 1 March 2002 except for 23.221 as per FAA AC 21.25-1; and

-1990年9月10日生效的第34部，从修正案34-1到1999年3月2日生效的修正案34-3

/Part 34 dated September 10, 1990, including Amendments 34-1 through 34-3 dated 2nd March 1999; and

-1969年12月1日生效的第36部，从修正案36-1到2002年7月8日生效的修正案36-24

(根据 FAR36.1(a)(2)豁免为农用飞机营运设计的小型螺旋桨驱动飞机。)

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

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

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

/FAR 23.1505(c)—See CAANZ ELOS Decision memo dated 18/7/03.

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

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

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

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

(3) CAAC 的附加技术条件/ CAAC additional technical conditions

标牌要求/ Placard Requirements:

根据CCAR 21.29(5)，为旅客和舱外救援人员所设置的指示舱门位置和打开方式的所有文字标记和标牌均应有中文。

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

满足中国国家标准3号喷气燃料（GB 6537）的使用条件。

The fuel conforms to P.R.C National Standard No.3 Jet Fuel (GB 6537).

环境标准/Environmental Standards:

CCAR-34(等效14 CFR 34部, 到修正案34-3/equivalent 14 CFR Part 34, through Admt. 34-3)

CCAR-36R1(等效14 CFR 36部, 到修正案36-28/equivalent 14 CFR Part 36, through Admt. 36-28)

4. 技术特征和使用限制/Technical Characteristics and Operational Limitations
型号设计定义/Type Design definition:

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

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

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

(See Note 2) or

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

(See Note 3)

说明/Description:

单发涡桨, 2座, 下单翼飞机

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

铝和钢结构, 固定式三轮起落架, 正常尾翼。

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

设备/Equipment:

适用的适航规章(见审定基础)所规定的基本设备必须安装在适航审定的飞机上。

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

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

/The applicable CAANZ approved Flight Manual is required for all operations. Included within the Flight Manual is information in the form of supplements which cover installation of optional systems and equipment that are necessary

for safe operation of the aircraft.

CAANZ批准的飞行手册AIR 3237, 适用于生产序列号186及以后和8001及以后

/CAANZ Approved Flight Manual AIR 3237 s/n 186 and up & 8001 and up

尺寸/Dimensions:

翼展/ Span: 12.80 m (42 ft)

长度/Length: 11.84 m (38.1 ft)

高度/Height: 4.04 m (13.3 ft)

机翼面积/ Wing Area: 24.88 m² (267.8 ft²)

发动机/Engines:

制造商/Manufacturer: Pratt & Whitney

型号 /Type: PT6A-34

TC 编号/ TC No: E-6 (Transport Canada)

VTC 编号/VTC No: VTC 0171E, 版次: 2

发动机工作限制/Engine Limits:

动力设置 Power Setting	扭矩 Torque psi	最大涡轮 间温度 Max ITT ℃	气体发生器 转速 Gas Gen RPM % Ng	螺旋桨转速 Prop RPM % Np	油压 Oil Press Psi	油温 Oil Temp. ℃	轴马力 Shaft Horse-Pow er
起飞/Takeoff	64.5 (2)	790	101.6	91.2	85-105	10-99	750 (31℃)
最大连续 /Maximum Continuous	54	740	101.6	91.2	85-105	10-99	633
最大爬升 /Maximum Climb	54	740	101.6	91.2	85-105	0-99	633
最大巡航 /Maximum Cruise	64.5 (2) 54	790 740	101.6 101.6	91.2 91.2	85-105 85-105	0-99 0-99	750 633
空转/Idle	—	685	52-54	—	40	-40-99	—
最大反桨 /Maximum Reverse	64.5 (2)	790	101.6	86	85-105	0-99	—

瞬间 /Transient	68.4 (5)	850 (3)	102.6 (3)	100	85-105	0-99	-
起动/Starting	-	1090 (3) (4)	-	-	-	-40	-
(1) 所有限制基于海平面/ All limits are based on sea level (2) 5分钟时间限制/5 minute time limit (3) 这些值限制到两秒 /These values are limited to two secs (4) 起动温度高于850℃应检查原因/Starting temperatures above 850℃ should be investigated for cause (5) 时间限制到20秒/Time limited to 20 secs							

螺旋桨/ Propellers:

制造商/Manufacturer: Hartzell Propeller Inc.

型号/Type: HC-B3TN-3D/T10282NS+4 或

HC-B3TN-3D/T10282NSK+4 (Modification PAC/XL/0615)

TC编号/ No: P15EA (FAA)

VTC编号/VTC No: VTC0196P 版次 3

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

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

桨叶数量/Number of Blades: 3

顺桨/Feathered: 86.3° ± 1.5°

低距/Low Pitch: 18.5° ± 0.5°

最大反桨 Maximum Reverse: -8.1° ± 0.5°

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

型号/Type: HC-E4N-3P/D9900

TC编号/ No: P10NE (FAA)

VTC编号/VTC No: VTC0203P 版次 5

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

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

桨叶数量/Number of Blades: 4

顺桨/Feathered: 89.5° ± 0.5°

低距/Low Pitch: 19.3° ± 0.1°

最大反桨 Maximum Reverse: -10.0° ± 0.5°

燃油/Fuel:

中华人民共和国国家标准“3号喷气燃料”(GB 6537), 其它燃油见
批准的飞行手册

/National Standard of the People's Republic of China “No. 3
Jet Fuel” (GB 6537). See Approved POH for additional fuels)

燃油容量/fuel Capacity:

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

滑油/oil: 参见 POH 第 2.5 节/ Refer to POH, Section 2.5

滑油容量/Oil Capacity: 8.7升/litres

空速限制/Airspeed limits:

V_{NE} (不可超越速度/Never Exceed speed) 170 KIAS

V_{NO} (最大巡航速度/Max. structural cruising speed) 140 KIAS

V_A, V₀ (机动速度/Manoeuvring speed)

3402 kg (7500磅/lbs) 131 KIAS

2948 kg (6500磅/lbs) 122 KIAS

2495 kg (5500磅/lbs) 112 KIAS

2041 kg (4500磅/lbs) 101 KIAS

V_{FE} (最大襟翼放下速度/Maximum flaps extended speed)

襟翼/Flaps 20° 130 KIAS

襟翼/Flaps 40° 120 KIAS

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

使用限制/Operating Limitations:

昼夜目视飞行(安装了适当的设备并正常工作时)/

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

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

最大审定重量/Maximum Certified Mass:

起飞/Take-Off: 3402 kg (7500 磅/lbs)

着陆/Landing: 3232 kg (7125 磅/lbs)

重心范围/Centre of Gravity Range:

前限/Fwd limit :

总重 1909Kg(4209 lbs)时, 在基准面后

2.60m(102.18 in) /2.60 m (102.18 in) aft of
datum at 1909 kg (4209 lbs)

总重 2558Kg(5639 lbs)时, 在基准面后

2.66m(104.90 in) /2.66 m (104.90 in) aft of
datum at 2558 kg (5639 lbs)

总重 3402Kg (7500 lbs)时, 在基准面后 2.88m

(113.27 in) /2.88 m (113.27 in) aft of
datum at 3402 kg (7500 lbs)

后限/Aft Limit: 所有重量下, 在基准面后3.17m(124.6 in)

3.17 m (124.6 in) aft of datum at all
weights

给定点之间的直线/Straight line between
points given.

基准面/Datum Plane:

位置 0.00 (机翼前缘前 2.545m (100.21 in))
/Station 0.00 (2.545m (100.21 in) forward of wing leading
edge)

水平方法/Leveling Means:

纵向/Longitudinally: 左侧主门前机身上纵梁的两个螺栓/Two
bolts on fuselage upper longerons forward of LH main door.
侧向/Laterally : 机翼主梁内侧上表面/Top of inner wing main
spar.

最小机组/Minimum Crew: 1/one

座位数/Number of seats:

在位置1.69m(66.5 ins)处2个(附加座椅见注释4)
/Two at Station 66.5 ins(1.69m) (See Note 4 for additional
seating)

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

在位置82.0(2.08 m)和115.0(2.92 m)之间, 544kgs(1200 lbs)
/1200 lbs (544 kgs) between Stations 82.0 (2.08 m) and
115.0 (2.92 m).

在位置 118.0 (3.0 m)和 166.0(4.22 m)之间, 544kgs(1200 lbs)
/1200 lbs (544 kgs) between Stations 118.0 (3.0 m) and
166.0 (4.22 m).

在位置 166.0 (4.22 m)和 240.0(6.10 m)之间, 363kgs(800 lbs)
/800 lbs (363 kgs) between Stations 166.0 (4.22 m) and
240.0 (6.10 m).

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

前起落架/Nose landing gear:

轴距/Wheel base 3.17 m (10.5 in)

轮胎/Tire 8.50 × 6 in

主起落架/Main landing gear:

轴距/Track 3.68 m (12.1 in)

轮胎/Tire 8.50 × 10 in

操纵面运动 /Control Surface Movements:

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

上/Up 30°

下/Down 8.5°

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

上/Up 10.5°

下/Down 27.5°

方向舵相对垂直安定面/ Rudder relative to fin:

右/Right 25°

左/Left 20°

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

右/Right 13°

左 /Left 13°

副翼相对机翼/Ailerons relative to wing:

上/Up 23°

下/Down 9.5°

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

上/Up 15°

下/ Down 20°

襟翼相对机翼/Flaps relative to wing:

上/Up 0°

起飞/Take-off 21°

着陆/Landing 40°

除襟翼外，所有操纵面的公差是 $\pm 0.5^{\circ}$ 。

襟翼公差在起飞位置是 $\pm 1^{\circ}$ ，在着陆位置是 $+1^{\circ} / -0^{\circ}$ 。

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

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

(1) 飞机飞行手册/Airplane Flight Manual:

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

(2) 维护手册/Maintenance Manual

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

6. 注释/Notes

注释/NOTE

1:

内部装有分发物质的农用作业的飞机按限用类审定仅限农用作业的资格。

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

采用任何下列改装的飞机按限用类审定仅限农用作业的资格。

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

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

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

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

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

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

注释/NOTE

2:

依图号11-00005-1生产的航空器有资格按IFR运行。生产系列号S/N 126的航空器,以及按图号11-00005-1的定义进行同等配置的任何其他飞机也有资格按IFR运行。

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

注释/NOTE
3:

No. 11-00005-1 are also eligible for IFR operations.
根据新西兰民航规章第125部和ICAO附件6的5.4和6.22段以及附录3, 依图号11-00007-1生产的航空器有资格按SEIFR运行。按图号11-00007-1的定义进行同等配置的任何其他飞机也有资格按 SEIFR运行(改装PAC/XL/0500是等效的)。飞机的SEIFR运营必须按照2013年10月22日的补充 飞行手册AIR3237第114号或以后CAANZ批准的修订版运行。
/Aircraft manufactured to Drawing No. 11-00007-1 are eligible for SEIFR operations in accordance with New Zealand Civil Aviation Rules part 125 and ICAO Annex 6 Paragraphs 5.4, 6.22 and Appendix 3. Aircraft modified to an equivalent configuration as defined by drawing No. 11-00007-1 are also eligible for SEIFR operations (modification PAC/XL/0500 is equivalent). Aircraft operating SEIFR must be operated in accordance with Flight Manual Supplement AIR 3237 No 114 at Issue 2 dated 22 October 2013 or later CAANZ approved revision.

注释/NOTE
4:

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

1). PAC/XL/0440 一安装 Aero Twin 座椅/ Installation of Aero Twin Passenger Seats

要求事先安装 PAC/XL/0107 “Mk III 地板”, 或 PAC/XL/0609 和 0610 “Modular地板” 和 PAC/XL/0019 或 PAC/XL/0079 “客舱通风”
/(Requires the prior installation of PAC/XL/0107 “Mk III floor”, or PAC/XL/0609 and 0610 “Modular Floor”, and PAC/XL/0019 or PAC/XL/0079 “Cabin Ventilation”.)

八个座椅/Eight seats

两个在位置 2.68m (105.34英寸)/Two at Station 2.68 m(105.34 ins)

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

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

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

注释/NOTE
5:

中文标牌和标识包含在2014年1月7日发布的补充飞行手册AIR 3237 SUPPLEMENT 125或CAAC批准的更新版本中。

Chinese Placards and markings are included in FLIGHT MANUAL AIR 3237 SUPPLEMENT 125 at Issue 2 dated 7 January 2014 or later revisions CAAC approved.

7. 型号合格证持有人记录/Type Certificate Holder Record

2021年11月29日, 从Pacific Aerospace Ltd变更为NZSkydive Ltd。

Transferred from Pacific Aerospace Ltd to NZSkydive Ltd on 29/11/21.

2006年12月12日, 从Pacific Aerospace Corporation Ltd变更为Pacific Aerospace Ltd。

Transferred from Pacific Aerospace Corporation Ltd to Pacific Aerospace Ltd on 12/12/06.