

This data sheet, which is part of Type Certificate No.48, prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Japan Civil Aeronautics Law and Regulations.

Beechcraft Corporation transferred to
Textron Aviation Inc. on October 12, 2016.

[illegible]

Engine Limits:

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	1100	3400	104%	1700*	820
Max. continuous	1100	3400	104%	1700*	810
Starting transient (5 sec.)					1000
Max. reverse (1 min.)	900			1650*	760

*See NOTE 4

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torquemeter limitations shall not be exceeded. The POH provides minimum torque settings for T.O. It must be possible to achieve these settings without exceeding ITT or N1 limits.

Oil temperatures: Minus 40° C. minimum starting
Minus 40° C. to 110° C. low idle
0° C. to 105° C. max. continuous

Propeller and Propeller Limits:

2 Hartzell HC-B4MP-3A with Hartzell M10877K blades

Diameter: 109.5 in. per Beech Specification BS 23424.

No further reduction permitted

Pitch settings at

Flight idle stop - See NOTE 5

Reverse -14° ± 0.5°

Feathered 80° ± 0.5°

Airspeed Limits (CAS):

Max. operating speed 247 knots up to 12,600 ft.

Max. operating Mach No. 0.48

Maneuvering speed 188 knots

Maximum flap extension speed

Takeoff 10° 198 knots

Approach position 20° 168 knots

100% position 35° 153 knots

Landing gear extended 180 knots

Landing gear operating

Extension 180 knots

Retraction 180 knots

CG Range (Landing Gear Extended):

(+282.2 in) to (+299.9 in) at 16,600 lb.

(+274.5 in) to (+299.9 in) at 11,600 lb. or less

Straight line variation between points given

Moment change due to retracting landing gear - 8271 in.-lb.

with Kit 114-0002-3 installed (See Note 10)

(+283.7 in) to (+297.3 in) at 17,600 lb.

(+282.2 in) to (+297.3 in) at 16,601 lb.

(+282.2 in) to (+299.9 in) at 16,600 lb.

(+274.5 in) to (+299.9 in) at 11,600 lb. or less

Straight line variation between points given

Moment change due to retracting landing gear - 8271 in.-lb.

Empty Wt. C.G. Range:

None

Maximum Weights:

		with Raytheon Kit 114-0002-3 installed (See NOTE 10)
Ramp	16,710 lb. (7579.5 kg)	17,710 lb. (8033.08 kg)
Takeoff	16,600 lb. (7529.6 kg)	17,600 lb. (7983.18 kg)
Landing	16,100 lb. (7302.8 kg)	16,720 lb. (7584.02 kg)
Zero fuel	14,000 lb. (6350.3 kg)(See NOTE 1)	-
Zero fuel	-	15,000 lb. (6803.85 kg) (1900C with Beech Kit 114-5044 or 114-5045) (See NOTE 1)

Minimum Crew:

One pilot

No. of Seats and Cabin Loading:

Maximum 21 (including crew at +129in). See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations.

Maximum Baggage:

See Note 7 for data on maximum baggage.

Fuel Capacity:

<u>Tank</u>	<u>Cap. Gal.</u>	<u>Usable Gal.</u>	<u>Arm</u>
Auxiliary LH	93.3	92.3	304
Auxiliary RH	93.3	92.3	304
Main LH	244.7	241.2	296
Main RH	244.7	241.2	296

See Note 1(a) for data on unusable fuel.

Oil Capacity:

29 qt. total (includes 12 qt usable in two integral engine tanks)

See NOTE 1(b) for data on unusable oil.

Maximum Operating Altitude:

25,000 ft.

Control Surface Movements:

Wing flap	Maximum	35°		
Aileron tabs	Up	15°	Down	15°
Aileron	Up	24°	Down	17°
Elevator tabs	Up	5°	Down	15°
Elevator	Up	20°	Down	14°
Rudder tab	Right	15°	Left	15°
Rudder	Right	25°	Left	25°

Serial Nos. Eligible:

(1900C Wet Wing Fuel System) UC-1 through UC-174

Datum:

Located 290.5 in. forward of the wing main (forward) spar centerline.

Leveling Means:

Two external screws on left side of fuselage aft of entrance door.

Certification Basis:Airworthiness Requirements:

Civil Aeronautics Regulations Annex 1;

Part II, Chapter 8 of the TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Standards) dated July 30, 1987 (equivalent to Special Federal Aviation Regulation (SFAR) 41C, effective September 13, 1982, See NOTE 8);

Part II of the TAIKUSEI-SHINSA-YORYO dated November 7, 1970 (equivalent to Part 23 of the Federal Aviation Regulations (FARs) effective February 1, 1965, through Amendment 23-7);

Part 23 of the FARs Amendment 23-8; Amendment 23-9; Amendment 23-11; Amendment 23-14, Paragraphs 23.143(a), 23.145(d), 23.153, 23.161(c)(3), 23.173(a), 23.175, 23.427, 23.441, and 23.445; Amendment 23-15, Paragraphs 23.951(c) and FAR 23.997(d); Amendment 23-23, Paragraph 23.1545(a); Amendment 23-26, Paragraphs 23.967 and 23.1305(n); Special Conditions No. 23-47-CE-5 including Amendments Nos. 1, 2, 3 dated November 15, 1982, and 4 dated October 17, 1986;

Part 25 of the FAR, Paragraph 25.929 effective February 1, 1965; Amendment 25-23, Paragraph 25.1419; Amendment 25-41, Paragraph 25.831(d). Compliance with ice protection has been demonstrated in accordance with FAR 25.1419 when ice protection equipment is installed in accordance with the Equipment List.

For aircraft modified by Kit 114-0002-3, the following FARs, Part 23 (Amendment 23-34), are added to the certification basis of the 1900C at the 17,600 pound weight: 23.25(a), 23.25(b), 23.29(a), 23.29(b), 23.45(a), 23.45(b), 23.45(f), 23.49(a), 23.49(c), 23.49(d), 23.49(e), 23.51(d), 23.53(c), 23.55, 23.57, 23.59, 23.61, 23.65(a), 23.65(c), 23.65(d), 23.67(e), 23.75(a), 23.75(e), 23.75(f), 23.75(g), 23.77, 23.143, 23.145(b)(1), 23.145(e)(2), 23.147(a), 23.149(c)(2), 23.149(c)(3), 23.149(c)(4), 23.149(c)(5), 23.153, 23.155, 23.157, 23.161(b)(2), 23.161(c)(3)(ii), 23.171, 23.173(b)(2), 23.175(b)(2), 23.175(c)(3), 23.177(a), 23.181(b), 23.201(a), 23.201(f), 23.203(a), 23.203(b)(4), 23.203(c)(1), 23.203(c)(2), 23.205, 23.207, 23.231(a), 23.233, 23.235, 23.301(a), 23.301(b), 23.301(c), 23.303(c), 23.303(d), 23.303(e), 23.305, 23.307, 23.321, 23.331, 23.333, 23.335, 23.337, 23.341, 23.345, 23.347, 23.349(c), 23.349(d), 23.349(e), 23.351, 23.361(a), 23.361(c), 23.363, 23.365(a), 23.365(b), 23.365(d), 23.367, 23.371(b), 23.373(a), 23.391, 23.395(a), 23.395(c), 23.397, 23.399(a), 23.405, 23.407, 23.409, 23.415, 23.421, 23.423, 23.425, 23.427, 23.441, 23.443, 23.455, 23.457, 23.471, 23.473(a), 23.473(b), 23.473(c), 23.473(d), 23.473(e), 23.477, 23.479(a)(2), 23.479(c), 23.479(d), 23.481, 23.483, 23.485, 23.493, 23.499, 23.507, 23.509, 23.511, 23.561, 23.571, 23.572(b), 23.601, 23.603(a), 23.613, 23.615, 23.619, 23.621, 23.623, 23.625, 23.627, 23.629(a), 23.629(b), 23.629(c), 23.641, 23.651(a), 23.657, 23.659, 23.671(a), 23.675(c), 23.681, 23.683(a), 23.683(b), 23.693, 23.701(b), 23.721, 23.723, 23.729(a), 23.731, 23.733, 23.735, 23.775, 23.785(a), 23.785(b), 23.785(c), 23.785(f), 23.785(j), 23.785(l), 23.787(a), 23.787(b), 23.787(c), 23.787(g), 23.843(a), 23.903(b), 23.963(a), 23.965(a), 23.967(e), 23.1193, 23.1413, 23.1519, 23.1527(b), 23.1529, 23.1581, 23.1583(c)(3), 23.1583(c)(4), 23.1587(a)(1), 23.1587(a)(3), 23.1587(a)(4), 23.1587(a)(6), 23.1587(a)(7), 23.1587(a)(8), 23.1587(d)

JCAB Additional Special Requirements:

- (a) Markings and placards written in Japanese language, which are prescribed in JCAB Circular No.1-008.
- (b) Airplane Flight Manual which are prescribed in Civil Aeronautics Regulations of Japan, Article 5-4 and JCAB Circular No.1-001.

Environmental Requirements:

- (a) Civil Aeronautics Regulations Annex 2 Chapter 4 (equivalent to ICAO Annex 16 Volume 1 Chapter 6) for Noise Requirements
- (b) Civil Aeronautics Regulations Annex 3 (equivalent to ICAO Annex 16 Volume 2) for Fuel Venting Requirements

Date of Application for JCAB Type Certificate is April 8, 2003.

Equipment:

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

In addition, the following items of equipment are required:

1. Pre-stall warning system to include: stall warning lift computer, P/N 114-380051-3 and stall warning lift transducer, P/N 114-380051-1.
2. Maximum allowable airspeed indicator, 114-380012-3, Pilot's and Copilot's sides. MCOF95055-1 with Kit 114-0002-1, Pilot's and Copilot's sides.
3. Pilot's Operating Handbook Part Number 114-590021-81 (for ICAO Operation) and 114 590021-193 Flight Manual Supplement. If modified by Kit 114-0002-3, Pilot's Operating Handbook Part Number 114-590021-81 (for ICAO Operation) and 114-590021-175 and 114-590021-193 Flight Manual Supplement.

NOTE 1. Current weight and balance data, loading information and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.

(a) Basic empty weight includes unusable fuel of 73.2 lb. at (+299.5 in.) with 16.4 lb. being undrainable.

(b) Basic empty weight includes engine oil of 57.5 lb. at (+249.3 in.) with 33.7 lb. being unusable.

NOTE 2. All placards required in the approved Airplane Flight Manual must be installed in the appropriate location.

NOTE 3. Mandatory retirement times for all structural components are contained in the FAA Approved Limitation Section, Chapter 4 of the Beechcraft 1900/1900C Airliner Maintenance Manual. These limitations may not be changed without FAA Engineering approval.

- NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.
- NOTE 5. Flight idle prop low pitch stop is set at 1500 r.p.m. The torque is a variable function of altitude and O.A.T. Sea level, standard day torque is 1500 ft-lbs. at 1500 r.p.m.
- NOTE 6. Emergency use of MIL-G-5572:
Grades 80 Red, 91/96, 100 Green, 115/145 and 100 LL Blue are permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.
- NOTE 7. Maximum Baggage
150 Lbs. (68.1 kg) at F.S. 65.5 (Distributed over F.S. 43.0 to 84.0)
250 Lbs. (113.4 kg) at F.S. 163.6 (Distributed over F.S. 150.6 to 175.6)
880 Lbs. (399.2 kg) at F.S. 483.5 (Distributed over F.S. 453.5 to 513.5)
630 Lbs. (285.8 kg) at F.S. 533.0 (Distributed over F.S. 513.5 to 557.5)
- NOTE 8. When a model 1900C series airplane is not modified by Raytheon Aircraft modification drawing 118-00503, the airplane does not meet International Civil Aviation Organization (ICAO) requirements for weights in excess of 5,700 kg and shall have the following statement entered on the airworthiness certificate: "This airplane at weights in excess of 5,700 kg does not meet the airworthiness requirements of ICAO, prescribed by Annex 8 of the Convention of International Civil Aviation."
- When the above referenced modifications have been completed to meet ICAO requirements, the airworthiness certificate should be re-issued removing the above referenced statement. Likewise, when the above modifications have been removed from the airplane, the standard airworthiness certificate shall be reissued including the above referenced statement.
- NOTE 9. Part II, paragraph 8-6-2-1 of TAIKUSEI-SHINSA-YORYO dated November 7, 1970 (Instrument Arrangement and Visibility requirements) apply to both Pilot and Copilot stations. No deletions or relocation of required instruments is authorized at either pilot station. (Refer to POH Limitations for a listing of required Navigation Instruments.) Replacement of instruments with approved substitutes is authorized.
- NOTE 10. Model 1900C, Serial Numbers UC-1 through UC-174, are certified in the normal category at 17,600 pounds maximum takeoff weight provided the pertinent limitations, as specified by JCAB Approved Airplane Flight Manual Supplement, P/N 114-590021-175, are followed and Kit 114-0002-3 is installed.

2. Model 1900D (Commuter Category), Approved August 16, 2004

Engines:

Two (2) Pratt & Whitney of Canada, Ltd. PT6A-67D (turboprop) per Beech Specification BS 24442

Fuel:

JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); Jet A, Jet A-1, and Jet B conforming to P&WC S.B. 14004 or ASTM Spec. D1655.
See NOTE 7 for emergency fuels.

Oil (Engine & Gearbox):

P&WC PT6 Engine Service Bulletin No. 14001 lists approved brand oils.

Engine Limits:

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	1279	3950	104%	1700*	800
Max. continuous	1214	3750	104%	1700*	780
Starting transient (5 sec.)					1000
Max. reverse (1 min.)	900			1650*	760

*See NOTE 4

The AFM provides minimum torque settings for T.O. It must be possible to achieve these settings without exceeding ITT or N1 limits.

Oil temperatures: Minus 40° C. minimum starting
Minus 40° C. to 110° C. low idle
10° C. to 110° C. max. continuous

Propeller and Propeller Limits (Aircraft Serials UE-1 through UE-136):

1 or 2 Hartzell HC-E4A-3A hubs with Hartzell E10950K blades; and/or 1 or 2 Hartzell HC-E4A-3I hubs with Hartzell E10950PK blades; and/or 1 or 2 Hartzell HC-E4A-3J hubs with Hartzell E10950PCK blades. (See NOTE 10.)

or

1 or 2 Hartzell HC-E4A-3A hubs with Hartzell E10950B blades; and/or 1 or 2 Hartzell HC-E4A-3I hubs with Hartzell E10950PB blades; and/or 1 or 2 Hartzell HC-E4A-3J hubs with Hartzell E10950PCB blades. (See NOTES 10 and 12.)

or

1 Hartzell HC-E4A-3A hub with Hartzell E10950K blades; or 1 Hartzell HC-E4A-3I hub with Hartzell E10950PK blades; or 1 Hartzell HC-E4A-3J hub with Hartzell E10950PCK blades and 1 Hartzell HC-E4A-3A hub with Hartzell E10950B blades; or 1 Hartzell HC-E4A-3I hub with Hartzell E10950PB blades; or 1 Hartzell HC-E4A-3J hub with Hartzell E10950PCB blades. (See NOTES 10 and 13.)

Diameter: 110.0 In. per Beech Specification 24476.

No further reduction permitted.

Pitch settings at:

Flight Idle Stop (See NOTE 5.)

Reverse -14.5° ± 0.5°

Feather +79° ± 0.5°

Propeller and Propeller Limits (Aircraft Serials UE-137 through UE-326):

1 or 2 Hartzell HC-E4A-3I hubs with Hartzell E10950PK blades; and/or 1 or 2 Hartzell HC-E4A-3J hubs with Hartzell E10950PK blades. (See NOTE 10.)

or

1 or 2 Hartzell HC-E4A-3I hubs with Hartzell E10950PB blades; and/or 1 or 2 Hartzell HC-E4A-3J hubs with Hartzell E10950PB blades. (See NOTES 10 and 12.)

or

1 Hartzell HC-E4A-3I hub with Hartzell E10950PK blades; or 1 Hartzell HC-E4A-3J hub with Hartzell E10950PK blades and 1 Hartzell HC-E4A-3I hub with Hartzell E10950PB blades. (See NOTES 10 and 13.)

Diameter: 110.0 In. per Beech Specification 24476.

No further reduction permitted.

Pitch settings at:

Flight Idle Stop (See NOTE 5.)

Reverse $-14.5^{\circ} \pm 0.5^{\circ}$

Feather $+79^{\circ} \pm 0.5^{\circ}$

Propeller and Propeller Limits (Aircraft Serials UE-327 through UE-401):

1 or 2 Hartzell HC-E4A-3I hubs with Hartzell E10950PB blades; and/or 1 or 2 Hartzell HC-E4A-3J hubs with Hartzell E10950PB blades. (See NOTE 10.)

Diameter: 110.0 In. per Beech Specification 24476.

No further reduction permitted.

Pitch settings at:

Flight Idle Stop (See NOTE 5.)

Reverse $-14.5^{\circ} \pm 0.5^{\circ}$

Feather $+79^{\circ} \pm 0.5^{\circ}$

Propeller and Propeller Limits (Aircraft Serials UE-402 and up):

2 Hartzell HC-E4A-3J hubs with Hartzell E10950PCB blades. (See NOTE 10.)

Diameter: 110.0 In. per Beech Specification 24476.

No further reduction permitted.

Pitch settings at:

Flight Idle Stop (See NOTE 5.)

Reverse $-14.5^{\circ} \pm 0.5^{\circ}$

Feather $+79^{\circ} \pm 0.5^{\circ}$

Airspeed Limits (IAS):

Max. operating speed	248 knots up to 13,200 ft.
Max. operating Mach No.	0.48
Maneuvering speed	178 knots
Maximum flap extension speed	
Partial flap 17.5°	188 knots
100% position 35°	143 knots UE-1 through UE-78
100% position 35°	154 knots UE-79 and up and UE-1 through UE-78 when modified per Beech Service Bulletin No.2512.
Landing gear extended	180 knots
Landing gear operating	
Extension	180 knots
Retraction	180 knots

CG Range (Landing Gear Extended):

F.S. 282.9 to F.S. 299.9 at 17,120 lbs.
 F.S. 274.5 to F.S. 299.9 at 11,600 lbs. or less
 Straight line variation between points given
 Moment change due to retracting landing gear (-8966 in.-lb.)
 For cruise and descent flight phases at weights 12,313 lbs. and above operation is approved to an aft limit of F.S. 303.0.

Empty Wt. C.G. Range:

None

Maximum Weights:

Ramp	17,230 lb.
Takeoff	17,120 lb.
Landing	16,765 lb
Zero fuel	15,165 lb.(See Note 1 and Note 11)

Minimum Crew:

One pilot

No. of Seats and Cabin Loading:

Maximum 21 (including crew at +129). (See Note 7) See loading instructions in Airplane Flight manual for approved seating and cargo configurations.

Maximum Baggage:

See Note 6 for data on maximum baggage.

Fuel Capacity:

<u>Tank</u>	<u>Cap. Gal.</u>	<u>Usable Gal.</u>	<u>Arm</u>
Main LH	244.7	240.5	296
Main RH	244.7	240.5	296
Auxiliary LH	93.3	92.2	304
Auxiliary RH	93.3	92.2	304

See Note 1(a) for data on unusable fuel.

Oil Capacity:

29 qt. total (includes 12 qt usable in two integral engine tanks)
 See NOTE 1(b) for data on unusable oil.

Maximum Operating Altitude:

25,000 ft.

Control Surface Movements:

Wing flap	Maximum	35°		
Aileron tabs	Up	15°	Down	15°
Aileron	Up	24°	Down	17°
Elevator tabs	Up	5.5°	Down	16.5°
Elevator	Up	20°	Down	14°
Rudder tab	Right	15°	Left	15°
Rudder	Right	25°	Left	25°

Serial Nos. Eligible:

UE-1 and after. See Note 9.

Datum:

Located 290.5 in. forward of the wing (forward) spar centerline.

Leveling Means:

Two external screws on left side of fuselage aft of entrance door.

Certification Basis:Airworthiness Requirements:

Civil Aeronautics Regulations Annex 1;

Part II of the TAIKUSEI-SHINSA-YORYO dated September 10, 1989 (equivalent to Part 23 of the Federal Aviation Regulations (FARs) effective February 1, 1965, through Amendment 23-28) and Part 23 of the Federal Aviation Regulations Amendments 23-29 through 23-34.

Compliance with ice protection has been demonstrated in accordance with FAR 23.1419 when ice protection equipment is installed in accordance with the Equipment List.

Exemptions:

- (a) Exemption No. 5078 from FAR 23.207(c) dated August 23, 1989, and
- (b) Exemption No. 5216 from FAR 23.201(e), (f)(4), and (f)(5); 23.203(c)(4) and (c)(5); 23.1545(b)(5) and (b)(6) dated August 9, 1990, have been granted.

Special Conditions:

- (a) 23-ACE-48A effective August 13, 1990.

Equivalent Safety Findings:

- (a) Propeller control knob FAR 23.781(b)
- (b) Fuel pressure gage FAR 23.1305(g)
- (c) Instrument panel arrangement FAR 23.1321(d)

JCAB Additional Special Requirements:

- (a) Markings and placards written in Japanese language, which are prescribed in JCAB Circular No.1-008.
- (b) Airplane Flight Manual which are prescribed in Civil Aeronautics Regulations of Japan, Article 5-4 and JCAB Circular No.1-001.

Environmental Requirements:

- (a) Civil Aeronautics Regulations Annex 2 Chapter 6 (equivalent to ICAO Annex 16 Volume 1 Chapter 10) for Noise Requirements
- (b) Civil Aeronautics Regulations Annex 3 (equivalent to ICAO Annex 16 Volume 2) for Fuel Venting Requirements

Date of Application for JCAB Type Certificate is April 1, 2004.

Equipment:

The basic required equipment as prescribed in the applicable airworthiness regulation (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Pre-stall warning system to include: stall warning lift computer, P/N 114-380051-5 and stall warning lift transducer, P/N 114-380051-1.
2. Maximum allowable airspeed indicator, P/N 130-380005-5 on UE-1 through UE-78. Maximum allowable airspeed indicator P/N 130-380005-7 on UE-79 and up and on UE-1 through UE-78 when modified per Beech Service Bulletin No. 2512.
3. Airplane Flight Manual, P/N 129-590000-3 and 129-590000-125 Flight Manual Supplement or other JCAB approved flight manual.

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- NOTE 1. Current weight and balance data, loading information and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.
- (a) Basic empty weight includes unusable fuel of 84.3 lb. at (+300.1 in.) with 14.6 lb. being undrainable.
- (b) Basic empty weight includes engine oil of 57.5 lb. at (+249.3 in.) with 33.7 lb. being unusable.
- NOTE 2. All placards required in the approved Airplane Flight Manual must be installed in the appropriate location.
- NOTE 3. Mandatory retirement times for all structural components are contained in the FAA Approved Airworthiness Limitations Section, Chapter 5-60, of the Beechcraft 1900D Airliner Maintenance Manual. These limitations may not be changed without FAA Engineering approval.
- NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.
- NOTE 5. Flight idle prop low pitch stop is set at 1500 r.p.m. The torque is a variable function of altitude and O.A.T. For sea level, standard day conditions, torque is 1650 ft-lbs. to obtain 1500 r.p.m.
- NOTE 6. Maximum Baggage
250 lbs. at F.S. 163.6 (Distributed over F.S. 150.6 to 175.6)
1000 lbs. at F.S. 83.5 (Distributed over F.S. 453.5 to 513.5)
630 lbs. at F.S. 533.0 (Distributed over F.S. 513.5 to 557.5)
- NOTE 7. Emergency use of aviation gasoline. Use of Grades 80, 100, or 100LL aviation gasoline per ASTM D910 or Grades 80/87, 91/96, 100/130, or 115/145 aviation gasoline per MIL-G-5572 is permitted for a total time period not to exceed 150 hours time between engine overhauls. Operation is prohibited if either standby pump is inoperative. Operation is prohibited above 18,000 feet. Standby pumps must be on for takeoff and landing.
- NOTE 8. Intentionally blank
- NOTE 9. Company name change effective 4/15/96. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: 1900D: UE-209, 211 and up.
- NOTE 10. On Hartzell propeller hubs, E10950PCB blades may replace E10950PB blades and E10950PCK blades may replace E10950PK blades in opposing pairs or in complete sets of four.
- NOTE 11. Maximum Zero Fuel Weight is 15,700 Lbs. for airplane serial numbers UE-424 through UE-439 operated per Beech 1900D Airliner FAA Approved Airplane Flight Manual Supplement P/N 129-590000-121.
- NOTE 12. Hartzell hub/blade combinations shown require the installation of Kit 129-9024-1 or Kit 129-9024-3.
- NOTE 13. Hartzell hub/blade combinations shown require the installation of Kit 129-9024-5.

3. Model B300 (Commuter Category), Approved December 9, 2005
Model B300C (Commuter Category), Approved June 3, 2020

Engines:

Two (2) Pratt & Whitney of Canada, Ltd. PT6A-60A (turboprop) per Beech
 Specification BS 23433B

Fuel:

JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); Jet A, Jet A-1, and Jet B
 conforming to P&WC S.B. 13044 or ASTM Spec. D1655; and Chinese No. 3 Jet Fuel.
 See NOTE 6 for emergency fuels.

Oil (Engine & Gearbox):

P&WC PT6 Engine Service Bulletin No. 13001 lists approved brand oils.

Engine Limits:

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff	1050	*100%	104%	1700	820
Max. continuous	1050	*100%	104%	1700	820
Starting transient (5 sec.)					1000
Max. reverse (1 min.)	900			1650	760

*100% torque - 3,244 ft. lbs.

*See NOTE 4

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torque meter limitations shall not be exceeded. The POH provides static torque settings for takeoff. It must be possible to achieve these settings without exceeding ITT or N₁ limits.

Oil temperatures: Minus 40° C. minimum starting
 Minus 40° C. to 110° C. low idle
 10° C. to 110° C. max. continuous

Propeller and Propeller Limits:

Two Hartzell HC-B4MP-3C hubs with Hartzell M10476K, M10476NK or M10476NSK blades.

Diameter: 105 in. (maximum); Minimum allowable for repair: 104 in.

No further reduction permitted.

Pitch settings at

Flight idle stop (See NOTE 5)

Reverse -14° ± 0.5°

Feathered +80.0° ± 0.5°

Minimum idle speed 1050 rpm

Airspeed Limits (IAS):

Max. operating speed	302 m.p.h. (263 knots) up to 21,000 ft. 263 to 194 knots (0.58 Mach) 21,000 ft up to 35,000 ft.
Max. operating Mach No.	0.58
Maneuvering speed	212 m.p.h. (184 knots)
Maximum flap extension speed	
Approach position 14°	232 m.p.h. (202 knots)
100% position 35°	182 m.p.h. (158 knots)
Landing gear extended	212 m.p.h. (184 knots)
Landing gear operating	
Extension	212 m.p.h. (184 knots)
Retraction	191 m.p.h. (166 knots)

CG Range (Landing Gear Extended):

(+199.4) to (+208.0) at 15,000 lb.

(+191.4) to (+208.0) at 11,800 lb.

Straight line variation between points given

Moment change due to retracting landing gear - 5815 in.-lb.

Empty Wt. C.G. Range:

None

Maximum Weights:

Ramp	15,100 lb.
Takeoff	15,000 lb.
Landing	15,000 lb.
Zero fuel	12,500 lb. (See NOTE 1)

Minimum Crew:

One pilot

No. of Seats and Cabin Loading:

Maximum 17 (including two crew at +129) (See NOTE 7). See loading instructions in POH for approved seating and cargo configurations.

Maximum Baggage:

550 lb. (+359); 510 lbs. with foldup seats installed (S/N FM-1 thru FM-11 only)

Fuel Capacity:

<u>Tank</u>	<u>Cap. Gal.</u>	<u>Usable Gal.</u>	<u>Arm*</u>
Main LH	193.0	190.0	199.5
Main RH	193.0	190.0	199.5
Auxiliary LH	80.0	79.5	219.1
Auxiliary RH	80.0	79.5	219.1

*See POH and JCAB approved Airplane Flight Manual for variations.

See NOTE 1(a) for data on unusable fuel.

Oil Capacity:

20 qt. total (10 qts. each engine) (includes 6 qt usable in each integral engine tank)

See NOTE 1(b) for data on unusable oil.

Maximum Operating Altitude:

35,000 ft.

Control Surface Movements:

Wing flap	Maximum	35°		
Aileron tabs	Up	15°	Down	15°
Aileron	Up	24°	Down	16°
Elevator tabs	Up	3°	Down	15°
Elevator	Up	20°	Down	14°
Rudder tab	Right	15°	Left	15°
Rudder	Right	25°	Left	25°

Eligible Serial Numbers:

Model B300: FL-381, FL-383 & On. (See NOTE 10)

Model B300C: FM-1 & On (See Note 10).

Datum:

Located 83.5 in. forward of center of front jack point.

Leveling Means:

Two external screws on left side of fuselage immediately forward of entrance door.

Certification Basis:Airworthiness Requirements:

Civil Aeronautics Regulations Annex 1;

Part II of the TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Standards) dated September 10, 1989 (equivalent to Part 23 of the Federal Aviation Regulations effective February 1, 1965, Amendment 23-1 through 23-28) and Part 23 of the Federal Aviation Regulations Amendments 23-29 through 23-34.

Effective January 20, 1994, FAR 23.1457 as amended by Amendment 23-35.

Compliance with ice protection has been demonstrated in accordance with FAR 23.1419 when ice protection equipment is installed in accordance with the Equipment List.

Special Conditions:

None

Exemptions:

- (a) Exemption No. 5599 from compliance with 23.53(c)(1), for use of ground minimum control speed (V_{mcg}) for determination of takeoff decision speed (V_1), (Serials FM-9 and after, or prior airplanes modified by Beech Kit No. 130-3004).

Equivalent Safety Findings:

- (a) FAR 23.781(b) for shape of the propeller control knob;
- (b) FAR 23.1305(g) for use of fuel low pressure warning annunciators in lieu of the fuel pressure indicators;
- (c) FAR 23.1321(d) for the basic "T" instrument panel arrangement.
Does Not Apply to Pro Line 21 Equipped Aircraft (NOTE J2).

Additional Requirements:

- (a) Additional requirements for Collins Pro Line 21 Avionics Installation (NOTE J2):
Special Conditions 23-131-SC, and Equivalent Level of Safety ACE-02-17 for FAR 23.1305(c)(2), 23.1305 (a)(2)(3), and 23.1549(a)(b)(c)(d), for direct reading only displays for oil pressure, oil temperature, and fuel flow;
FAR 23.301(a) as amended by Amendment 23-42;
FAR 23.1322(a)(b)(c)(d)(e), 23.1331(a)(b)(c), 23.1357(a)(b)(c)(d) as amended by Amendment 23-43;
FAR 23.305(a)(b), 23.397(a)(b), 23.613(a)(b)(c)(d)(e), 23.672(a)(b)(c), 23.1525, 23.1549(a)(b)(c)(d) as amended by Amendment 23-45;
FAR 23.561(a)(b), 23.607(a)(b)(c), 23.611 as amended by Amendment 23-48;
FAR 23.677(a)(b)(c)(d), 23.867(a)(b), 23.1303 (a)(b)(c)(d)(e)(f), 23.1309(a)(b)(c)(e), 23.1311(a)(b), 23.1321(a)(b)(c)(d)(e), 23.1323(a)(b)(c)(e), 23.1329(a)(b)(d)(e)(f)(g)(h), 23.1351(a)(c), 23.1353(h), 23.1359(c), 23.1365(d)(e), 23.1431(a)(b)(d)(e) as amended by Amendment 23-49;
FAR 23.1325(a)(b), 23.1545(a)(b)(c), 23.1583(h), 23.1585(a)(j) as amended by Amendment 23-50;
FAR 23.771(a), 23.777(a)(b) as amended by Amendment 23-51; and
FAR 23.1305(a)(c)(e) as amended by Amendment 23-52.

- (b) Additional requirements for Rockwell Collins Pro Line Fusion Installation:
 FAR 23.301(a) as amended by Amendment 23-42,
 23.937(a), 23.1322, 23.1331(a)(b)(c), 23.1357(a)(b)(c)(d) as amended by Amendment 23-43,
 23.305(a)(b), 23.613(a)(b)(c)(d)(e), 23.1525, 23.1549(a)(b)(c)(d) as amended by Amendment 23-45,
 23.607, 23.611 as amended by Amendment 23-48,
 23.867(a)(b)(c), 23.1303(a)(b)(c)(e)(f)(g), 23.1309(a)(1)(3)(4)(b)(c)(d)(e), 23.1311(a)(b)(c),
 23.1321(a)(b)(c)(d)(e), 23.1323(a)(c)(e), 23.1329(c)(h), 23.1351(a)(2)(ii), 23.1353(h),
 23.1359(c), 23.1365(a)(b)(d)(e), 23.1431(a)(b)(e) as amended by Amendment 23-49,
 23.1325(a)(b)(1)(2)(ii), 23.1521(a)(b)(1)(3)(4)(c)(1)(3), 23.1543(b)(c), 23.1545(d),
 23.1555(a), 23.1581(a)(2)(b)(1)(3)(c)(d)(f), 23.1583(h)(m), 23.1585(a)(j) as amended by Amendment 23-50,
 23.777(a)(b) as amended by Amendment 23-51,
 23.1305(a)(2)(3)(5)(c)(1)(2)(3)(4)(5)(6)(7)(e)(1)(2) as amended by Amendment 23-52,
 23.1308(a)(b)(c) as amended by Amendment 23-57, and
 23.1306(a)(b) as amended by Amendment 23-61, and

 ELOS ACE-15-06 for FAR 23.1549(a)(b)(c) Amendment 23-45, 23.1311(a)(6) Amendment 23-49, and 23.1305(a)(2)(3)(c)(2)(5) Amendment 23-52.
 Effective at Serial Numbers FM-66 & On.
- (c) Additional requirements for the L3 Communications Digital Flight Data Recorder installation on Rockwell Collins Pro Line Fusion equipped B300C models:
 23.301(b) as amended by Amendment 23-28;
 23.301(a) as amended by Amendment 23-42;
 23.1357(a)(c) as amended by Amendment 23-43; 23.613(a)(b)(c) as amended by Amendment 23-45;
 23.607, 23.611 as amended by Amendment 23-48;
 23.867, 23.1309(a)(1)(3)(4)(b)(e), 23.1365(a)(b)(d)(e), 23.1431(a)(b) as amended by Amendment 23-49;
 23.1308 as amended by Amendment 23-57;
 23.1459 as amended by Amendment 23-58.
 Effective at Serial Numbers FM-66 & On.
- (d) Additional requirements for the Collins IFIS Installation:
 FAR 23.321 as amended by Amendment 23-45; 23.337, 23.574, 23.575 as amended by Amendment 23-48;
 FAR 23.1365(a) as amended by Amendment 23-49;
 FAR 23.1555(a), 23.1581(a), 23.1583(h), 23.1585(j) as amended by Amendment 23-50;
 (Effective at Serial Numbers for the B300, FL-538 and FL-544 & On, and for Model B300C, FM-15 & On.)
- (e) Additional requirements for the Rockwell Collins Flight Guidance Computer FGC-3000 installation (Collins Pro Line 21 Avionics is required before having the FGC-3000 installed on the airplane):
 FAR 23.1357(a) as amended by Amendment 23-43;
 FAR 23.677(a), 23.867(a)(b)(c), 23.1309(b)(c)(d)(e), 23.1329(e) as amended by Amendment 23-49,
 FAR 23.143(b) as amended by Amendment 23-50,
 FAR 23.1308(a)(b)(c)(d) as amended by Amendment 23-57, and
 FAR 23.1581(a) as amended by Amendment 23-50.
 (Effective at Serial Numbers for the B300, FL-748 & On, and for Model B300C, FM-50 & On.)
- (f) Additional requirements for the installation of SMR Technologies pneumatic deicer boots:
 FAR 23.613 and 23.1525 as amended by Amendment 23-45,

FAR 23.1309 as amended by Amendment 23-49, and
FAR 23.1581, 23.1583(h), and 23.1585 as amended by Amendment 23-50.

- (g) Additional requirements for GPS-4000S Installation on Models B300/B300C (See NOTE 22): 23.867(a)(b) as Amended by Amendment 23-49;
23.1301(a)(b)(c)(d) as amended by Amendment 23-20;
23.1306(b) as amended by Amendment 23-61;
23.1308(b) as amended by Amendment 23-57;
23.1309(a)(1)(3)(4)(b)(c)(1)(2)(i)(iii)(3)(d)(e),
23.1351(a)(1)(2)(ii), and 23.1431(a)(b) as amended by Amendment 23-49;
23.1529 as amended by Amendment 23-26.
Effective at Serial Numbers FM-76 & On

JCAB Additional Special Requirements:

- (a) Markings and placards written in Japanese language, which are prescribed in JCAB Circular No.1-008.
- (b) Airplane Flight Manual which are prescribed in Civil Aeronautics Regulations of Japan, Article 5-4 and JCAB Circular No.1-001.

Environmental Requirements:

- (a) Civil Aeronautics Regulations Annex 2 Chapter 6 (equivalent to ICAO Annex 16 Volume 1 Chapter 10) for Noise Requirements
- (b) Civil Aeronautics Regulations Annex 3 (equivalent to ICAO Annex 16 Volume 2) for Fuel Venting Requirements

Date of Application for JCAB Type Certificate is December 2, 2004 (for the model B300).
Date of Application for JCAB Type Certificate is June 21, 2019 (for the model B300C).

Production Basis: FAA Production Certificate No. 8. A production certificate was issued and the manufacturer is authorized to issue airworthiness certificates under the delegation option authorization provisions of 14 CFR Part 21.

FAA Production Certificate No. 4. Serial Numbers FL-954, FL-975, FL-988, FL-992, FL-996 thru FL-999, FL-1001 thru FL-1003, FL-1007, FL-1009 thru FL-1011, FL-1013 through FL-1079, and FM-63 thru FM-68. Manufactured by Textron Aviation Inc., under license agreement between Beechcraft Corporation and Textron Aviation, Inc.

Serial Numbers FL-1080 & On; FM-69 & On

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

Equipment:

The basic required equipment as prescribed in the applicable airworthiness regulations (See Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Stall warning lift transducer, P/N 101-380005-33, for all serials.
Stall warning lift computer, P/N 101-380005-35 (for S/N FL-381, FL-383 through FL-393, FM-1 thru FM-11); P/N 101-380005-39 (for S/N FL-394 and after, FM-12 and after or earlier aircraft incorporating Raytheon Aircraft Company kit 130-3022).
2. For S/N FL-381, FL-383 and after the airspeed indication is included in the PFD pilot's and copilot's sides.
3. JCAB approved Airplane Flight Manual, P/N 130-590031-181 JPN (for S/N FL-381, FL-383 thru FL-499, except FL-493, FM-12 and FM-13), or P/N 130-590031-235 JPN (for S/N FL-493, FL-500

thru FL-953, FL-955 thru FL-1009, FL-1011 thru FL1030, FM-14 thru FM-65); .or P/N 434-590169-0003 (for S/N FM-66 & On)

- NOTE 1. Current weight and balance data, loading information, and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.
- (a) Basic empty weight includes unusable fuel of 52 lb. at (+182.4 in.) with 10 lb. being undrainable.
- (b) Basic empty weight includes engine oil of 57 lb. at (+132.4 in.) with 33.7 lb. being unusable.
- NOTE 2. All placards required in the POH and JCAB approved Airplane Flight Manual, (P/N 130-590031-181 JPN or P/N 130-590031-235 JPN or P/N 434-590169-0003 and P/N 434-590169-0039) must be installed in the appropriate locations.
- NOTE 3. Mandatory retirement times for all structural components are contained in the FAA Approved Airworthiness Limitations Manual (ALM) P/N 130-590031-211(for FL-381, FL-383 & On, FM-1 & On). These limitations may not be changed without FAA Engineering approval.
- NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1,870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1,700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.
- NOTE 5. Flight idle propeller low pitch stop is set so that at 1,500 r.p.m. the engine torque is 36 percent for sea level, standard day conditions. Ground idle low pitch stop is set so that at 62 to 64 percent N1 prop r.p.m. is not less than 1,050 r.p.m.
- NOTE 6. Alternate use of aviation gasoline:
Use of Grades 80, 100, or 100LL aviation gasoline per ASTM D910 or Grades 80/87, 91/96, 100/130, or 115/145 aviation gasoline per MIL-G-5572 is permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.
- NOTE 7. Airplanes with the optional passenger seating of 10 or more through S/N FL-155, must be equipped with the following:
The 8 cabin seats in the double club cabin arrangement must be of the narrow back configuration, part numbers 130-530074-1, -2, -3, -4, -5, -6, -7, or -11, -9, or -12.
- NOTE 8. (No Use)
- NOTE 9. (No Use)
- NOTE 10. Company name change effective 4/15/96. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: B300: FL-137 through FL-423. B300C: FM-9 thru FM-13 (RAC, 300).
- NOTE 11. RVSM capability is per (one of the following) STCs ST01070SE, ST01278SE, ST01456SE, SA01790SE or SA01798SE for Models B300 and B300C. These STCs approves the noted aircraft to 14 CFR Part 91, Appendix G. Refer to the airplane maintenance logbook for specific RVSM STC incorporated at build.
Authorization for RVSM operations must be obtained by the operator from the JCAB.
- RVSM requirements have been incorporated into the type design of production aircraft at FL-850 & On, and FM-55 & On. . These aircraft are RVSM compliant to 14 CFR 91, Appendix

G at initial airworthiness issuance. Instructions for Continued Airworthiness (ICA) for the production airplanes are now incorporated into the applicable airplane maintenance manual. Authorization for RVSM operations must be obtained by the operator from the JCAB.

- NOTE 12. (No Use)
- NOTE 13. Company name change effective 3-16-07. The following serial numbers are manufactured under the name of Hawker Beechcraft Corporation: FL-424, FL-521, FL-522, FL-523 and FL-526 through FL-845; FM-14 thru FM-54 (HBC, 300).
- NOTE 14. (No Use)
- NOTE 15. (No Use)
- NOTE 16. (No Use)
- NOTE 17. (No Use)
- NOTE 18. Company name change effective 4/12/13. The following serial numbers are manufactured under the name of Beechcraft Corporation: Model B300: FL-846 through FL-953, FL-955 through FL-974, FL-976 through FL-987, FL-989 through FL-991, FL-993 through FL-995, FL-1000, FL-1004 through FL-1006, FL-1008, and FL-1012; Model B300C: FM-55 thru FM-62.
- NOTE 19. (No Use)
- NOTE 20. Company name change effective 10/12/16. The following serial numbers are manufactured under the name Textron Aviation Inc.: Model B300: FL-1080 & On; Model B300C: FM-69 & On.
- NOTE 21. (No Use)
- NOTE 22. Installation of GPS-4000S due to in-draw of Rockwell Collins STC SA01848WI, which addresses the use of a multi-core processor and upgrading of the GPS-4000S receiver.
- NOTE J1. This Type Certificate Data Sheet (TCDS) is based on FAA TCDS No.A24CE Revision 123 dated October 21, 2019.
- NOTE J2. Collins Pro Line 21 Avionics is installed for Japanese registered Model B300 airplanes.
- NOTE J3. Import Eligibility
To be considered eligible for the operation in Japan, each aircraft manufactured under this Type Certificate must be accompanied by a Certificate of Airworthiness for Export or certifying statement endorsed by the exporting foreign civil airworthiness authority which states the following (in the English language)
“The aircraft covered by this certificate has been examined, tested and found to conform to the type design approved under JCAB Type Certificate No.48 and to be in a condition for safe operation.”

... END ...