

**MINISTÉRIO DA AERONÁUTICA
DEPARTAMENTO DE PESQUISAS E DESENVOLVIMENTO
CENTRO TÉCNICO AEROESPACIAL**

TYPE CERTIFICATE DATA SHEET Nº EA-9008

Type Certificate Holder:

RAYTHEON AIRCRAFT COMPANY
Wichita, Kansas 67201
U. S. A.

EA-9008
Sheet 01

RAYTHEON

300
B300
B300C

March 1999

This data sheet, which is part of Type Certificate No. 9001, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

I - Model 300, Super King Air (Normal Category), approved 27 December 1990.

ENGINE Two 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 Specification D1655. See Note 6 for emergency fuels.

ENGINE LIMITS

	Shaft (hp)	Torque (%)	N1 Gas Generator Speed (%)	Prop Shaft Speed (rpm)	Max. Perm. Turbine Interstage (°C)
Takeoff (5 min):	1 050	100*	104	1 700	820
Max. Continuous:	1 050	100*	104	1 700	820
Starting Transient (5 sec):					1 000
Max. reverse (1 min):	900			1 650	760

* 100% torque = 3 200 ft/lb. See Note 12.

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 minimum torque settings for takeoff. It must be possible to achieve these settings without exceeding ITT or N1 limits.

**PROPELLER AND
PROPELLER LIMITS**

Two Hartzell HC-B4MP-3B hubs with Hartzell M10476K or M10476NK blades.

Diameter: 105.0 in (maximum), 104.0 in (minimum allowable for repair). No further reduction permitted.

Pitch settings at:

- Flight idle stop: See Note 5.
- Reverse: $-14^{\circ} \pm 0.2^{\circ}$
- Feather: $+79.5 \pm 0.3^{\circ}$

Avoid continuous operation on ground below 1 050 rpm.

**OIL
(Engine & Gearbox)**

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

OIL TEMPERATURE

Starting: -40°C minimum

Low idle: -40°C to 110°C

Maximum continuous: 0°C to 105°C

AIRSPPEED LIMITS (CAS)

Maximum operating (V_{MO}):

- up to 6 157 m (20 200 ft) 259 kt

Maximum operating Mach (M_{MO}): 0.58

Maneuvering (V_A) - sea level: 181 kt

Flaps extended (V_{FE}):

- 35° (landing): 157 kt

- 14° (approach): 200 kt

Minimum control speed - Air (V_{MCA}):

- flaps up: 96 kt

- flaps approach: 91 kt

L. G. operation - extend (V_{LO}): 181 kt

L. G. operation - retract (V_{LO}): 163 kt

L. G. extended (V_{LE}): 181 kt

**C. G. RANGE
(Landing Gear Extended)**

463.6 cm (+182.5 in) to 487.9 cm (+192.1 in) at 6 350 kg (14 000 lb).

449.6 cm (+177.0 in) to 487.9 cm (+192.1 in) at 5 352 kg (11 800 lb).

Straight line variation between points given

Moment change due to retracting landing gear: 6 700 cm.kg (5 815 in.lb).

EMPTY WEIGHT C. G. RANGE None**DATUM**

Located 484.9 cm (190.9 in) forward of the wing main (forward) spar centerline.

LEVELING MEANS

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

MEAN AERODYNAMIC CHORD The MAC length is 178.8 cm (70.41 in). The leading edge of the MAC is 434.9 cm (171.23 in) aft of the datum.

MAXIMUM WEIGHT	Takeoff: 6 350 kg (14 000 lb) Landing: 6 350 kg (14 000 lb) Zero Fuel: 5 216 kg (11 500 lb) (See Note 1) Ramp: 6 396 kg (14 100 lb)																				
MINIMUM CREW	One pilot Two pilots (FF serials only; see Note 10.)																				
MAXIMUM OCCUPANTS	Maximum 15, including crew at +327.7 cm (+129 in).																				
CABIN LOADING	See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations.																				
MAXIMUM BAGGAGE	249 kg (550 lb) at +825.5 cm (+325 in)																				
FUEL CAPACITY	<table border="0"> <thead> <tr> <th style="text-align: left;">Tank</th> <th style="text-align: left;">Capacity liter (US Gal)</th> <th style="text-align: left;">Usable liter (US Gal)</th> <th style="text-align: left;">Arm – cm (in)</th> </tr> </thead> <tbody> <tr> <td>Main LH:</td> <td>730.5 (193.0)</td> <td>719.2 (190.0)</td> <td>470.1 (185.1)</td> </tr> <tr> <td>Main RH</td> <td>730.5 (193.0)</td> <td>719.2 (190.0)</td> <td>470.1 (185.1)</td> </tr> <tr> <td>Auxiliary LH:</td> <td>302.8 (80.0)</td> <td>300.9 (79.5)</td> <td>519.9 (204.7)</td> </tr> <tr> <td>Auxiliary RH:</td> <td>302.8 (80.0)</td> <td>300.9 (79.5)</td> <td>519.9 (204.7)</td> </tr> </tbody> </table> <p>See Note 1(a) for data on unusable fuel.</p>	Tank	Capacity liter (US Gal)	Usable liter (US Gal)	Arm – cm (in)	Main LH:	730.5 (193.0)	719.2 (190.0)	470.1 (185.1)	Main RH	730.5 (193.0)	719.2 (190.0)	470.1 (185.1)	Auxiliary LH:	302.8 (80.0)	300.9 (79.5)	519.9 (204.7)	Auxiliary RH:	302.8 (80.0)	300.9 (79.5)	519.9 (204.7)
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Auxiliary RH:	302.8 (80.0)	300.9 (79.5)	519.9 (204.7)																		
OIL CAPACITY	32 qt. total at +299.7 cm (+118.0 in); includes 12 qt usable in two integral engine tanks. See Note 1(b) for data on unusable oil.																				
MAXIMUM OPERATING ALTITUDE	10 668 m (35 000 ft)																				
TEMPERATURE OPERATING LIMITS	Maximum: ISA +37°C – Sea level to 7 620m (25 000 ft) ISA +31°C – Above 7 620 m (25 000 ft) Minimum: -40°C																				
CONTROL SURFACE MOVEMENTS	Elevator: Up 20° Down 14° Elevator trim tab: Up 03° Down 15°30' Rudder: Right 25° Left 25° Rudder trim: Right 15° Left 15° Aileron: Up 25° Down 15° Aileron trim tab: Up 15° Down 15° Wing flaps: Down 0 to 35° maximum																				
SERIAL NUMBERS ELIGIBLE	S/N FA-1 through FA-125, FA-127, FA-128, FA-130 through FA-218 and FF-1 through FF-19. A Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for a Brazilian Certificate of Airworthiness is made.																				

IMPORT ELEGIBILITY

A Brazilian Certificate of Airworthiness may be issued on the basis of on an FAA Export Certificate on Airworthiness (or a third country Export Certificate on Airworthiness, in case of used aircraft imported from such country), including the following statement:

“The aircraft covered by this certificate has been inspected, tested and found to be in conformity with the Brazilian approved type design as defined by the Brazilian Type Certificate no. 9008 and in condition of safe operation”.

The CTA Report H.10-0990-02, dated 31 March 1999 or further revisions, contains the Brazilian requirements for the acceptance of these airplanes. (See Note 4).

CERTIFICATION BASIS

RBHA 23 Brazilian Requirements for Aeronautical Certification, which endorses the FAR Part 23 effective 1 February 1965, as amended by 23-1 through 23-9; 23-11 and 23-14, except the following paragraph which are in the specified amendments:

- 23.143(a), 23.145(d), 23.153, 23.161(c)(3), 23.173(a), 23.175, 23.427, 23.441, and 23.445 as amended by Amendment 23.15;
- 23.951(c), 23.997(d) and as amended through 23-23;
- 23.1545(a) as amended through 23-26;
- Paragraphs 23.967 and 23.1305(n); Special Conditions No. 23-47-CE-5, including Amendments Nos. 1, 2, 3 dated 15 November 1982, and 4 dated 17 October 1986; Part 25 of the FAR, Paragraph 25.929, effective 1 February 1965, Amendment 25-23, Paragraph 25.1419; Amendment 25-41, Paragraph 25.831(d).

Special Federal Aviation Regulation (SFAR) 41C, effective 13 September 1982, and SFAR 27, through Amendment 27-4.

Special condition 23-47-CE-5; SFAR 41C; and SFAR 27 accepted by CTA.

RBHA 34 effective in 18 April 1994, which adopts FAR Part 34.

RBHA 36 equivalent to FAR Part 36, through Amendment 36-10.

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.

REQUIRED EQUIPMENT

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

In addition, the following items of equipment are required:

1. Pre-stall warning system to include: stall warning lift computer P/N 101-380005-23, and stall warning lift transducer P/N 101-380005-9.
2. Maximum allowable airspeed indicator, P/N 101-380079-1 Pilot's and Copilot's sides (Model 300-ICAO Operation - Ref. Note 7).

NOTES:

- NOTE 1:** Weight and Balance. 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 23.6 kg (52 lb) at +426.7 cm (+168 in) with 4.5 kg (10 lb) being undrainable.
- (b) Basic empty weight includes engine oil of 25.8 kg (57 lb) at +299.7 cm (+118 in) with 17 being unusable.
- NOTE 2:** Markings and placards. All placards required in the Pilot's Operating Handbook and Approved Airplane Flight Manual must be installed in the appropriate location.
- NOTE 3:** Continued Airworthiness. Mandatory retirement times for all structural components are contained in the FAA Approved Limitation Section, Chapter 4 of the Beechcraft 300 Maintenance Manual. These Limitations may not be changed without FAA Engineering approval.
- NOTE 4:** The differences of the Brazilian airplanes in relation to the basic FAA type design are summarized below:
1. The Brazilian Airplane Flight Manual Supplement P/N 130-590097-119 which alters the Pilot's Operating Handbook P/N 101-590097-59 (refer to limitations section for special equipment requirements for minimum crew of one pilot).
 2. The Model 300 (FA-2 and after) is eligible for export to Brazil and meets the Airworthiness requirements of ICAO Annex 8 at the maximum takeoff weight of 6 350 kg (14 000 lb) when modified to the Beech drawing n.º 101-5114-1.
- NOTE 5:** Flight idle propeller low pitch stop is set so that at 1 500 rpm the engine torque is 42% for sea level, standard day conditions. Ground idle low pitch stop is set so that at 62 to 64% N1 propeler rpm is not less than 1 050 rpm.
- NOTE 6:** 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. It is not necessary to purge the unused fuel from the system when switching fuel types.
- NOTE 7:** When a model 300 (FA-2 and after) airplane is not modified with a drawing of kit referenced above, or by Raytheon Aircraft kit drawing 101-5084, the airplane does not meet International Civil Aviation Organization (ICAO) requirements for weights in excess of 5 700 kg. The following statement is entered on the airworthiness certificate: "This airplane at weights in excess of 5700 kg does not meet the airworthiness requirements of ICAO, as prescribed by Annex 8 of the Convention of International Civil Aviation."; in this case the airplane does not meet Brazilian certification requirement.
When the above referenced modifications have been completed to meet the ICAO requirements, the airworthiness certificate shall be re-issued removing the above referenced statement.
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- NOTE 8:** The Model 300 meets FAR 135 criteria in effect 26 September 1978, when configured at the factory in accordance with Beech Drawing 101-000011 (FA serials) or 101-000014 (FF serials).
- NOTE 9:** SFAR 41C, Paragraph 1, includes Instrument Arrangement and Visibility requirements of Appendix A of Part 135 of the Federal Aviation Regulations. These requirements apply to both Pilot and Copilot stations.
No deletion 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:** Two pilot requirement established by pedestal equipment location.
FF serials are defined by Drawing 101-000014, plus Pilot's Operating Handbook Supplements 101-590097-93 and 101-590097-103. Upon incorporation of Beech Kit 101-5111-19, FF-1 and after are approved for Category II Operation and Pilot's Operating Handbook Supplement 101-590097-127 replaces 101-590097-93.
- NOTE 11:** For FF serials, unless Beech Kit 101-5084-3 has been incorporated, the following must be entered on the Airworthiness Certificate: "This airplane at weights in excess of 5 700 kg does not meet the Airworthiness Requirements of ICAO, as prescribed by Annex 8 of the convention of International Civil Aviation."
- NOTE 12:** The maximum propeller shaft overspeed limit is 110% (1 870 rpm) of all ratings. 100% propeller shaft speed is defined as 1 700 rpm and is the normal steady state operating limit. Gas generator speeds up to 104% are for unlimited periods subject to applicable temperature and other limits. 100% gas generator speed is defined as 37 500 rpm.
- NOTE 13:** Starting date 15 April 1996 and on, the manufacturer Beech Aircraft Corporation changed its designation.
The new name Raytheon Aircraft Corporation will be shown in all new documents. However all documents showing the previous name remain valid.

II - Model B300, Super King Air 350, and Model B300C, Super King Air 350C (Commuter Category), approved 31 March 1999.

- ENGINE** 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 specification D1655. See Note 6 for emergency fuels.
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ENGINE LIMITS

	Shaft (hp)	Torque (%)	N1 Gas Generator Speed (%)	Prop Shaft Speed (rpm)	Max. Perm. Turbine Interstage (°C)
Takeoff (5 min):	1 050	100*	104	1 700	820
Max. Continuous:	1 050	100*	104	1 700	820
Starting Transient (5 sec):					1 000
Max. reverse (1 min):	900			1 650	760

* 100% torque = 3 244 ft/lb. See Note 8.

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 minimum torque settings for takeoff. It must be possible to achieve these settings without exceeding ITT or N1 limits.

**PROPELLER AND
PROPELLER LIMITS**

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

Diameter: 105.0 in (maximum)

Pitch settings at:

- Flight idle stop: See Note 5.
- Reverse: $-14^{\circ} \pm 0.2^{\circ}$
- Feather: $+79.3 \pm 0.3^{\circ}$

Minimum idle speed: 1 050 rpm.

**OIL
(Engine & Gearbox)**

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

OIL TEMPERATURE

Starting: -40°C minimum

Low idle: -40°C to 110°C

Maximum continuous: 0°C to 110°C

AIRSPEED LIMITS

Maximum operating (V_{MO}):

- up to 9 526 m (21 000 ft) 260 kcas (263 kias)

Maximum operating Mach (M_{MO}):

- up to 10 668 m (35 000 ft) 0.58 mcas (0.58 mias)

Maneuvering (V_A) - sea level:

182 kcas (184 kias)

Flaps extended (V_{FE}):

- 35° (landing): 155 kcas (158 kias)

- 14° (approach): 200 kcas (202 kias)

Minimum control speed - Air (V_{MCA}):

96 kcas (94 kias)

L. G. operation - extend (V_{LO}):

182 kcas (184 kias)

L. G. operation - retract (V_{LO}):

164 kcas (166 kias)

L. G. extended (V_{LE}):

182 kcas (184 kias)

C. G. RANGE
(Landing Gear Extended) 506.5 cm (+199.4 in) to 528.3 cm (+208.0 in) at 6 804 kg (15 000 lb).
486.2 cm (+191.4 in) to 528.3 cm (+208.0 in) at 5 352 kg (11 800 lb).
Straight line variation between points given
Moment change due to retracting landing gear: 6 700 cm.kg (5 815 in.lb).

EMPTY WEIGHT C. G. RANGE None

DATUM Located 212.1 cm (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.

MEAN AERODYNAMIC CHORD The MAC length is 176.3 cm (69.43 in) at FS 186.01.

MAXIMUM WEIGHT

Takeoff:	6 804 kg (15 000 lb)
Landing:	6 804 kg (15 000 lb)
Zero Fuel:	5 670 kg (12 500 lb) (See Note 1)
Ramp:	6 849 kg (15 100 lb)

MINIMUM CREW One pilot

MAXIMUM OCCUPANTS AND CARGO LOADING Maximum 17 including crew at +327.7 cm (+129 in). See Note 7. See loading instructions in Pilot's Operating Handbook and CTA approved AFM for approved passenger seating and cargo configurations.

MAXIMUM BAGGAGE 249 kg (550 lb) at +911.9 cm (+359 in); 231 kg (510 lb) with fold-up seat installed.

FUEL CAPACITY

Tank	Capacity liter (US Gal)	Usable liter (US Gal)	Arm – cm (in)*
Main LH:	730.5 (193.0)	719.2 (190.0)	506.7 (199.5)
Main RH	730.5 (193.0)	719.2 (190.0)	506.7 (199.5)
Auxiliary LH:	302.8 (80.0)	300.9 (79.5)	556.5 (219.1)
Auxiliary RH:	302.8 (80.0)	300.9 (79.5)	556.5 (219.1)

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

* See Pilot's Operating Handbook and CTA Approved Airplane Flight Manual for variations.

OIL CAPACITY 32 qt. total at +299.7 cm (+118.0); includes 12 qt usable in two integral engine tanks. See Note 1(b) for data on unusable oil.

MAXIMUM OPERATING ALTITUDE 10 668 m (35 000 ft)

TEMPERATURE OPERATING LIMITS Maximum: ISA +37°C – Sea level to 7 620m (25 000 ft)
ISA +31°C – Above 7 620 m (25 000 ft)
Minimum: -40°C

CONTROL SURFACE MOVEMENTS

Elevator:	Up 20°	Down 14°
Elevator trim tab:	Up 03°	Down 15°30'
Rudder:	Right 25°	Left 25°
Rudder trim:	Right 15°	Left 15°
Aileron:	Up 25°	Down 15°
Aileron trim tab:	Up 15°	Down 15°
Wing flaps:	Down 0 to 35°	

SERIAL NUMBERS ELIGIBLE A Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for a Brazilian Certificate of Airworthiness is made.

IMPORT ELIGIBILITY A Brazilian Certificate of Airworthiness may be issued on the basis of on an FAA Export Certificate on Airworthiness (or a third country Export Certificate on Airworthiness, in case of used aircraft imported from such country), including the following statement:

“The aircraft covered by this certificate has been inspected, tested and found to be in conformity with the Brazilian approved type design as defined by the Brazilian Type Certificate no. 9008 and in condition of safe operation”.

The CTA Report H.10-0991-00, dated 31 March 1999 or further revisions, contains the Brazilian requirements for the acceptance of these airplanes. (See Note 4).

CERTIFICATION BASIS RBHA 23 Brazilian Requirements for Aeronautical Certification, which endorses the FAR Part 23 effective 01 February 1965, as amended by 23-1 through 23-34, except the following paragraph which are in the specified amendments:

- Sections 23.201, 23.203 and 23.205 through amendment 23-45 (S/N FN-1 and up only);
- Section 23.1457, as amended by amendment 23.35 effective 20 January 1994; and
- Exemption 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 FL-111, FM-9, FN-2 and after, or prior airplanes modified by Beech Kit No. 130-3004).

RBHA 34 effective in 18 April 1994, which adopts the FAR Part 34.

RBHA 36 corresponding to FAR Part 36 effective 01 December 1969, as amended by Amendment 36-1 through 36-15;

SFAR 27 effective 01 February 1974, as amended by Amendments 27-1 through 27-6 and Exemption No. 5077 from compliance with Section 23.207(c), accepted by CTA.

Special Condition 23-ACE-48A effective 13 August 1990, apply to Electronic Flight Instrument System (EFIS) equipped airplanes, accepted by CTA.

**CERTIFICATION BASIS
(Cont.)**

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.

Equivalent safety items accepted by CTA relative to the following requirements:

- FAR 23.781(b) for shape of the propeller control knob;
- FAR 23.1305(g) for use of fuel low pressure warning annunciators in lieu of the fuel pressure indicators; and
- FAR 23.1321(d) for the basic "T" instrument panel arrangement.

REQUIRED EQUIPMENT

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

In addition, the following items of equipment are required:

1. Pre-stall warning system to include: stall warning lift computer, P/N 101-380005-35, and stall warning lift transducer, P/N 101-380005-33.
2. Maximum allowable airspeed indicator, P/N130-380039-3, pilot's and copilot's sides.

NOTES:

NOTE 1: Weight and Balance. 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 23.6 kg (52 lb) at +426.7 cm (+168 in) with 4.5 kg (10 lb) being undrainable.

(b) Basic empty weight includes engine oil of 25.9 kg (57 lb) at +299.7 cm (+118 in) with 7,7 kg (17 lb) being unusable.

NOTE 2: Markings and placards. All placards required in the Pilot's Operating Handbook and Brazilian AFM Supplement, P/N 130-590031-119, must be installed in the appropriate locations in accordance with the Kit Drawing n° 130-5026.

NOTE 3: Continuing Airworthiness. Mandatory retirement times for all structural components are contained in the FAA Approved Limitation Section, Chapter 4 of the Beechcraft B300 Maintenance Manual. (For FL-1 and up and FM-1 and up) and Chapter 4 of the Beechcraft B300 Maintenance Manual Supplement 130-590031-67 (for FN-1 and up). These limitations may not be changed without FAA Engineering approval.

NOTE 4: The Models B300/B300C are eligible for export to Brazil when modified to the drawing No. 130-0001 – Kit Brazilian Certification Requirements. The differences of the Brazilian airplanes in relation to the basic FAA type design are summarized below:

1. The Brazilian Airplane Flight Manual Supplement P/N 130-590031-119 which alters the Pilot's Operating Handbook P/N 130-590031-71.
2. Markings and placards (see Note 2).
3. ADF and HF Installation Drawing n° 130-3405
4. Altimeter replacement Drawing n° 130-3404

- NOTE 5:** Flight idle propeller low pitch stop is set so that at 1500 rpm the engine torque is 36% for sea level, standard day conditions. Ground idle low pitch stop is set so that at 62 to 64% N1 propeller rpm is not less than 1050 rpm.
- NOTE 6:** Emergency use of aviation gasoline. Use of Grades 80, 100, or 100 LL 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:** With passenger seating of 10 or more, the airplane must be equipped with the following: 1. 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:** The maximum propeller shaft overspeed limit is 110% (1 870 rpm) of all ratings. 100% propeller shaft speed is defined as 1 700 rpm and is the normal steady state operating limit. Gas generator speeds up to 104% are for unlimited periods subject to applicable temperature and other limits. 100% gas generator speed is defined as 37 500 rpm.
- NOTE 9:** Company name change effective 15 April 1996. The following serial numbers are manufactured under the name of Raytheon Aircraft Company:
- B300: FL-137 and up.
- B300C: FM-9 and up, FN-2 and up.
- NOTE 10:** Starting date 15 April 1996 and on, the manufacturer Beech Aircraft Corporation changed its designation.
The new name Raytheon Aircraft Corporation will be shown in all new documents. However all documents showing the previous name remain valid.

LUIZ ALBERTO C. MUNARETTO – Ten.-Cel.-Av.
Chefe da Divisão de Homologação Aeronáutica
(Chief, Divisão de Homologação Aeronáutica)

Maj.-Brig.-do-Ar REGINALDO DOS SANTOS
Diretor do Centro Técnico Aeroespacial
(Director, Centro Técnico Aeroespacial)
