

AIRSPPEED LIMITS (cont.) $M_{MO} = 0,78$ MACH above 26,000 ft.

V_A (Maneuvering Speed)

210 kt at Sea Level
 213 kt at 20,000 ft.

Note: Linear variation between sea level and 20,000 ft.

246 kt at 38,000 ft.

Note: Linear variation between 20,000 ft. and 38,000 ft.

0,78 MACH From 38,000 ft. to 45,000 ft.

V_{FE} (Flaps Extended)

165 kt Flaps 30°
 200 kt Flaps 10°

V_{MCA} (Min. Control Speed Air) = 89 kt

V_{MCG} (Min. Control Speed Ground)

When equipped with Collins Proline IV Avionics with three - or four-tube EFIS (PFD): 88 kt

When equipped with Collins Proline IV Avionics with two-tube EFIS display: 92 kt

V_{LO} (Landing Gear Operating) = 200 kt

V_{LE} (Landing Gear Extended) = 200 kt

C.G. RANGE (Landing Gear Extended)

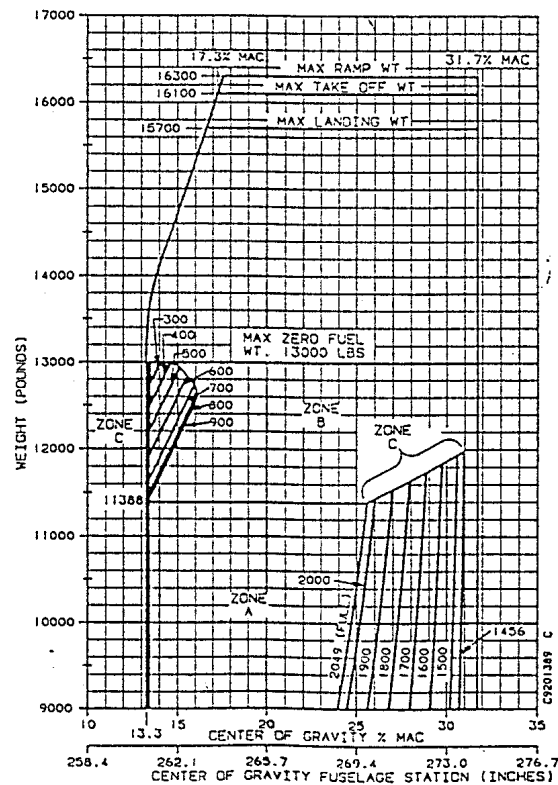
CENTER OF GRAVITY FLIGHT ENVELOPE

FUSELAGE FUEL IS RESTRICTED AS SPECIFIED FOR ZONES A, B AND C WITH FULL WING FUEL:

ZONE A ANY AMOUNT OF FUSELAGE FUEL UP TO FULL TANKS.

ZONE B THE DIFFERENCE BETWEEN ZFW AND 13,437 POUNDS MAY BE LOADED IN FUSELAGE TANKS.

ZONE C FUSELAGE TANKS LIMITED TO THE VALUE SHOWN ON THE GUIDELINE APPROPRIATE ZFW LOCATION.



CENTER OF GRAVITY AND LOADING ENVELOPE

EMPTY Wt. C.G. RANGE	None		
MAXIMUM WEIGHT	Takeoff	16,100 lb	
	Landing	14,220 lb	-RK-1 through RK-23 (See Note 5)
	Landing	15,700 lb	-RK-24 and after
	Zero fuel	13,000 lb	
	Ramp	16,300 lb	
MINIMUM CREW	For all flights: 2 persons (pilot and co-pilot)		
NUMBER OF SEATS	11 (2 pilots and 9 passengers). See Note 4		
MAXIMUM BAGGAGE	Aft Cabin 350 lb. at +784.9 mm (+309.0 in) (Opt) Fwd Cabin 150 lb. at +386.1 mm (+152.0 in) (Opt.) Fwd Cabin 100 lb at +396.2 mm (+156.0 in) (Std.) (W/Galley)		
FUEL CAPACITY (Gal.)		<u>Total</u>	<u>Usable</u> <u>Arm</u>
	Two Wing tanks:	217.2 ea	213.6 ea. +702.6 mm(+276.6 in)
	Six fuselage tanks	307.0	305.8 +752.1 mm(+296.1 in)
	See Note 1 for data on unusable fuel		
OIL CAPACITY (Gal)	Two engine mounted tanks: Total 2.03 each; usable 1.20 each; ARM = +869.2 mm (+342.2 in) See Note 1 for data on undrainable oil		
MAXIMUM OPERATING ALTITUDE	45,000 ft		
CONTROL SURFACE MOVEMENTS	Spoiler inboard	Up 68°	Down 14°
	Spoiler outboard	UP 72°	Down 14°
	Lateral trim	Up 25°	Down 25°
	Elevator	Up 25°	Down 12°
	*Pitch	L.E. Up 123.8	L.E. Down 12.8
	Rudder	Right 30°	Left 30°
	Flap	Full 30°	
	Speed brake	36°	
	Yaw damper/Rudder Boost Function through primary rudder		
	See Drawing 45A00601 or maintenance manual for rigging tolerance *Length of the trim actuator jack screw in millimeters (mm) See drawing for details		
SERIAL NUMBERS ELIGIBLE	Serial Numbers RK-24 thru RK-77, RK-79 thru, RK-86 and those airplanes modified by kit 128-8001-1.		

DATA PERTINENT TO MODEL 400A

DATUM	Located 182,0mm (71,65 in.) forward of the front face of the forward pressure bulkhead.
MAC	185,7mm (73.11 in.) - L.E. of MAC at + 637,8mm (+251.09 in)
LEVELING MEANS	Seat rails

CERTIFICATION BASIS

Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by 25-1 through 25-40, plus FAR 25.1335, 25.1351(d), 25.1353(c)(5), and 25.1447 of Amendment 25-41; FAR 25.29, FAR 25.255, and FAR 25.1353(c)(6) of Amendment 25-42; and FAR 25.361(b) and 25.1329(h) of Amendment 25-46. Part 36 of the Federal Aviation Regulations effective December 1, 1969, as amended by 36-1 through 36-17; SFAR 27 effective February 1, 1974, as amended by 27-1 through 27-7; and Special Conditions No. 25-ANM-32 dated February 22, 1990 (High Altitude Operation at 45,000 feet), and Special Conditions No. 25-ANM-33 dated June 18, 1990 (Lightning and Radio Frequency Energy Protection).

Equivalent Safety Items

- (1) Out-of-trim characteristics FAR 25.255
- (2) Pilot compartment view FAR 25.773(b)(2)
- (3) Passenger compartment door FAR 25.813(e)
- (4) Emergency exit marking FAR 25.811(d)(1) and 25.811(d)(2)

Additional Requirements

Brazilian Special Requirements set forth in CTA Report H.10-1290-01 or in its approved revisions

EQUIPMENT

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

The following document contains lists of all required equipment as well as optional equipment installations approved by FAA:

Beech Report 400E383**IMPORT ELEGIBILITY**

A Brazilian Airworthiness Certificate may be issued on the basis of an Export Certificate of Airworthiness, issued by the FAA, 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 Data Sheet No. EA-9405 and in condition for safe operation."

PLACARDS

All markings and placards for passenger information, external markings for emergency, load limits in cargo/baggage compartments must be presented in Portuguese or bilingual in accordance with Annex 1 to CTA Report H.10-1290-01.

NOTE 1.- Current weight and balance report including list of equipment included in certificated empty weight and loading instructions when necessary must be provided for each aircraft at the time of original certification.

The certificated empty weight and corresponding center of gravity location must include:

Unusable fuel (two wing tanks)	48.0 lb at + 705.6 mm (+277.8 in)
Unusable fuel (six fus. tanks)	8.0 lb at +812.0 mm (+319.7 in)
Undrainable oil (two engines)	2.4 lb at +862.2 mm (+342.2 in)
Hydraulic fluid	8.3 lb at +888,0 mm (+349.6 in)

NOTE 2.- The aircraft must be operated according to the Brazilian Approved Airplane Flight Manual:

P/N 128-590001-175A

NOTE 3.- Airworthiness Limitations containing overhaul times, replacement times, and special inspections required for continued airworthiness are listed in the following manuals:

Section 4 of Maintenance Manual, Part Number. 128-590001-9 and Structural Repair Manual, Part Number . 128-590001-17.

NOTE 4.- The toilet seat is certified as a side-facing seat approved for takeoff, flight, and landing.

NOTE 5.- If Beech Kit 128-8001-1 is installed, landing weight is at 15,700 lbs.

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