
Type Acceptance Report

TAR 98/07 – Revision 1

Beech 1900C and 1900D

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Executive Summary

New Zealand Type Acceptance has been granted to the Beech Model 1900/C/D Series based on validation of FAA Type Certificate number A24CE. There are no special requirements for import.

Applicability is currently limited to the Models and/or serial numbers detailed in Section 2, which are now eligible for the issue of an Airworthiness Certificate in the Standard Category in accordance with NZCAR §21.191, subject to any outstanding New Zealand operational requirements being met. (See Section 5 of this report for a review of compliance of the basic type design with the operating Rules.) Additional variants or serial numbers approved under the foreign type certificate can become type accepted after supply of the applicable documentation, in accordance with the provisions of NZCAR §21.43(c).

NOTE: The information in this report was correct as at the date of issue. The report is generally only updated when an application is received to revise the Type Acceptance Certificate. For details on the current type certificate holder and any specific technical data, refer to the latest revision of the State-of-Design Type Certificate Data Sheet referenced herein.

1. Introduction

This report details the basis on which Type Acceptance Certificate No. 98/07 was granted in the Standard Category in accordance with NZCAR Part 21 Subpart B.

Specifically, the report aims to:

- (a) Specify the foreign type certificate and associated airworthiness design standard used for type acceptance of the model(s) in New Zealand; and
- (b) Identify any special conditions for import applicable to any model(s) covered by the Type Acceptance Certificate; and
- (c) Identify any additional requirements which must be complied with prior to the issue of a NZ Airworthiness Certificate or for any subsequent operations.

The report notes the status of all models included under the State-of-Design type certificate which have been granted type acceptance in New Zealand, which are listed in Section 2. The history of the Beech 1900 Series type acceptance in New Zealand under FAA type certificate A24CE is listed in Appendix 1.

2. Aircraft Certification Details

(a) State-of-Design Type and Production Certificates:

Manufacturer: Raytheon Aircraft Corporation
(effective 15/4/96, serial numbers UE-209, UE-211 thru UE-439)
Beech Aircraft Corporation

Type Certificate: A24CE
Issued by: Federal Aviation Administration

Current TC Holder: Textron Aviation Inc. *(effective 12/10/2016)*

Production Approval: PC8

(b) Models Covered by the Part 21B Type Acceptance Certificate:

- (i) **Model:** 1900, 1900C Airliner
- MCTOW: 16,600 lb. [7530 kg]
17,600 lb. [7983 kg] – with Kit 114-0002-1 or -3 installed
- Max. No. of Seats: 2 crew and 19 passengers
- Noise Standard: FAR Part 36 up to Amendment 36-10
- Engine:** Pratt & Whitney Canada PT6A-65B
Type Certificate: E-12
Issued by: Transport Canada
- Propeller:** Hartzell HC-B4MP-3A/M10877K
Type Certificate: P56GL
Issued by: Federal Aviation Administration
- (ii) **Model:** 1900D Airliner
- MCTOW: 17,120 lb. [7765 kg]
- Max. No. of Seats: 2 crew and 19 passengers
- Noise Standard: FAR Part 36 up to Amendment 36-18
- Engine:** Pratt & Whitney Canada PT6A-67D
Type Certificate: E-21
Issued by: Transport Canada
- Propeller:** Hartzell HC-E4A-3(x)/E10950 Series
Type Certificate: P10NE
Issued by: Federal Aviation Administration

3. Application Details and Background Information

The application for New Zealand type acceptance of the Model 1900 Series was from the manufacturer Raytheon Aircraft Company dated 20 November 1997. There was no known NZ operator at that time. Subsequently Eagle Airlines operated a fleet of the last sixteen 1900D produced, serial numbers UE-424 through UE-439, registered in the range ZK-EAA through ZK-EAO. The first-of-type was serial number UE-53 registered ZK-JNG, which was imported for familiarisation purposes. The first-of-type example of the 1900C was serial number UC-56 ZK-VAE operated by Vincent Airlines. The Beech 1900 Series is a low-wing 19-passenger pressurised twin-turboprop commuter aircraft of all-metal construction with retractable undercarriage and T-tail.

Type Acceptance Certificate Number 98/07 was granted on 2 September 1998 to the Beech Models 1900/1900C and 1900D based on validation of FAA Type Certificate number A24CE. Specific applicability is limited to the coverage provided by the operating documentation supplied. There are no special requirements for import into New Zealand.

Development of the Beech 1900 19-seat pressurised commuter aircraft started in 1979, based on a stretch of the B200, and certification was achieved in 1983. (The fuselage is lengthened 17 feet in the constant section and shortened 3 feet in the area aft of the rear door.) The 1900C model indicates a cargo door. From serial number UC-1 on the aircraft has a “wet wing” with increased fuel capacity of 2593 litres. The 1900D is a further evolution with a “stand-up” cabin through a 14” deeper fuselage, and other incidental changes to engine variant, control surfaces and weights, and has been certificated to the latest FAR 23 Commuter Category standards.

This report was raised to Revision 1 to update to the latest format and introduce new compliance tables against the Civil Aviation Rules.

4. NZCAR §21.43 Data Requirements

The type data requirements of NZCAR Part 21B Para §21.43 have been satisfied by supply of the following documents, or were already held by the CAA:

(1) State-of-Design Type certificate:

FAA Type Certificate Number A24CE

FAA TC Data Sheet number A24CE at Revision 123 dated 21 October 2019

– Models 1900 and 1900C Approved November 22, 1983

– Model 1900D Approved March 19, 1991

(2) Airworthiness design requirements:

(i) *Airworthiness Design Standards:*

Models 1900/1900C:

The certification basis of the models 1900 and 1900C is SFAR 41C, effective September 13, 1982; FAR Part 23 effective February 1, 1965, through Amendments 23-9, 23-11 and 23-14, plus some further paragraphs at a later Amendment date as listed on the TCDS; plus Special Condition No.23-47-CE-5 including Amendments 1 through 4; and some paragraphs of FAR Part 25; and SFAR 27 through Amendment 27-4.

This is an acceptable certification basis in accordance with NZCAR Part 21B Para §21.41, as SFAR 41 is an acceptable equivalent standard for FAR Part 23 certificated aircraft with a MTOW greater than 12,500 lb. as listed in Advisory Circular AC 21-1A, subject to certain conditions noted below:

– *Airworthiness certificates have been issued to the aircraft by the FAA – Complies*

– *for weights above 12 500 pounds, the additional requirements of SFAR 41 section 4(c) are complied with.* (These include: FAR Part 25 performance requirements for take-off, climb, and approach performance; gust load standards; smoke evacuation design; and engine rotation, restarting, and cooling design.)

In respect of aircraft performance for the Beech 1900C additional modifications are required to achieve this. Note 8 on the TCDS lists the drawings required to meet ICAO Annex 8. Beech advise that Dwg 118-005003 applies to aircraft for NZ. This drawing tells the user to remove the FAA Approved POH/AFM and replace it with the ICAO FAA Approved POH/AFM. The aircraft complies, as this is the manual accepted in NZ. (Otherwise the airworthiness certificate must be endorsed that above 5700 kg. the aircraft does not meet the airworthiness requirements of ICAO Annex 8.) Raytheon in letter reference 940-98-07-023 dated July 6, 1998, confirmed the 1900C complies with the requirements of SFAR 41.4(c) including smoke evacuation design, engine rotation and cooling design.

– *the exception of SFAR 41 section 5(b)(1) is not applied – Complies – The Beech 1900C is eligible for FAR Part 135 Air Transport operations in the U.S.*

– for weights above 12 500 pounds, the applicant provides evidence that FAR 25.853(a) (compartment interior requirements) in force on 6 March 1995 is complied with, (per FAR 135.170.) – Complies – See Beech Report 1900E212 which shows that all 1900 Series environmental and cockpit components within the occupied portion of the fuselage are constructed of materials which meet the requirements of FAR 25.853 or are of a size which will not contribute significantly to the propagation of a fire.

There are no non-compliances and no special conditions have been prescribed by the Director under §21.23.

Model 1900D:

The certification basis of the Model 1900D was updated to FAR 23, including Amendment 34, introduction of the Commuter Category (which replaces SFAR 41). Two Exemptions were granted by the FAA, Special Condition 23-ACE-48A applied and four Equivalent Safety Findings were made. These have been reviewed and accepted by CAA.

This is an acceptable certification basis in accordance with NZCAR Part 21B Para 21.41, as FAR 23 at Amendment 34 is the basic standard for Commuter Category Airplanes called up under Appendix C. There are no non-compliances and no special conditions have been prescribed by the Director under §21.23.

(ii) *Special Conditions:*

1900/1900C:

23-47-CE-5 – Specifies the certification basis of the Beech Model 200, which included a range of special conditions in the areas of propulsion, fuel outlet, fire detection, flight performance, stability and controllability were imposed. This was further extended by Amendment 4 to the Beech 300/1900 Series, which covers requirements for the installation of EFIS instrumentation. (Basically failure modes and warnings, and legibility requirements.)

1900D:

23-ACE-48A – This required protection for systems that perform critical or essential functions from the effects of HIRF and exposure to lightning when an EFIS and autopilot flight director system is incorporated.

(iii) *Equivalent Level of Safety Findings:*

1900D:

§23.781(b) – Propeller control knob shape – ELOS granted based on similarity with the Model B300 – The shape of the knob complied, except it is a full cylinder shape instead of a segment. This was accepted as giving a similar tactile signal to the pilot.

§23.1305(g) Fuel Pressure Indicator – Use of fuel low pressure warning annunciators was accepted in lieu of the required fuel pressure indicators, based on pump capacity and Flight Manual procedures, and long experience with this operating philosophy on the King Air.

ACE-90-5 §23.1321(d) – Basic T instrument panel arrangement – A variation from strict horizontal alignment with the attitude indicator (AI) was accepted because the ASI and altimeter deviated no more than 10° above and 15° below the AI centreline.

ACE-94-1 §23.729(f)(1) – Landing gear warning "Q" switch – The Beech 1900 has a conservative design with respect to when the undercarriage warning sounds. However Beech was allowed a "q" switch to prevent nuisance warnings if the airspeed is below 144 knots, and to also reduce the possibility of the red undercarriage warning lights illuminating at night.

(iv) *Exemptions:*

1900D:

Exemption No.5078 – Against §23.207(c) – To allow the stall warning margin to be less than 5 kts when the pitch control reaches the stop before aerodynamic stall and the stall warning to be greater than 10 kts or 10% of Vs with 75% max. continuous power. Alternative requirements were proposed appropriate to aircraft with a high power-to-weight ratio.

Exemption No.5216 – Against §23.201(e),(f)(4) & (5); §23.203(c)(4) & (5); and §23.1545(b)(5) & (6) – Exemption granted on the basis the stall and ASI marking requirements are inappropriate to this type of high performance aircraft which requires a pilot to be type rated and to operate to FAR 25 type scheduled performance. The aircraft should never be operated near the stall and if so the pitch attitude would clearly indicate an impending stall.

(v) *Airworthiness Limitations:*

1900/C – See Airworthiness Limitations Manual P/N 129-590000-133

1900D – See Airworthiness Limitations Section, Chapter 5-60 of 1900D AMM

(3) Aircraft Noise and Engine Emission Standards:

(i) *Environmental Standard:*

The Model 1900/1900C has been certificated for emissions under SFAR 27 through Amendment 27-4, and for noise under FAR Part 36, including Amendments 36-1 through 36-10.

The Model 1900D has been certificated for emissions under FAR Part 34 effective September 10, 1990, and for noise under FAR Part 36, including Amendments 36-1 through 36-18.

(ii) *Compliance Listing:*

Raytheon Engineering Structural Dynamics Report 1900E1409 – Model 1900D Take-off Noise Test at 17,120 lb. – Take-off Noise Level 81.97 dB(A)

(4) Certification Compliance Listing:

Beech Engineering Report No.1900E149 Model 1900/1900C FAR Requirements Compliance – Revision B dated 23 June 1986

Beech Engineering Report No.1900E212 Model 1900/1900C/1900C-1 (C-12J) /1900D Material Burn Test – Oct 5, 1983 – Revision A dated 31 August 1994

Beech Engineering Report 1900E888 – Model 1900D Certification Compliance Checklist – January 18, 1991

FAA Record of Compliance Letter No. 940-00-11-201 – F.A.R. Compliance Checklist for FAA Approval Under Delegation Option Procedures Model 1900D: Increased Gross Weight – Raytheon Project Number: 1900D-25

(5) Flight Manual:

Beech 1900 Airliner ICAO Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (UA-1 thru UA-3, UB-1 thru UB-74) – P/N 114-590021-51 – CAA Accepted as AIR 2383

Beech 1900C Airliner ICAO Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (UC-1 through UC-174) – P/N 114-590021-81B4 – CAA Accepted as AIR 2598

Beech 1900D FAA Approved Airplane Flight Manual (UE-1 through UE-439) – Part Number 129-590000-3D16 – CAA Accepted as AIR 2599

(6) Operating Data for Aircraft, Engine and Propeller:

(i) *Maintenance Manual:*

1900/1900C Airliner Maintenance Manual – P/N AF114-590021-7B

Beech 1900/1900C Structural Inspection Manual – P/N 98-30937D

1900C Airliner UC-1 & after Wiring Diagram Manual – P/N AF114-590021-61C

1900D Airliner Maintenance Manual – P/N AF129-590000-15A17

Beech 1900D Airliner Structural Repair Manual – P/N 129-590000-65B1

1900D Airliner UE-2 & after Wiring Diagram Manual – P/N AF129-590000-13B

1900 Airliner Series Structural Repair Manual – P/N AF114-590021-9B6

(ii) *Current service Information:*

Service Bulletins – Master Index and Complete Set AFSERBUL97B

(iii) *Illustrated Parts Catalogue:*

1900C Airliner UC-1 and after – Parts Catalog – P/N AF114-590021-59A12

1900D Airliner UE-1 and after – Parts Catalog – P/N AF129-590000-11A12

(7) Agreement from manufacturer to supply updates of data in (5), and (6):

CAA 2171 from Group Manager, Product Design Assurance dated 20-11-97

Access to publications is now provided through <https://1view.txtav.com>

(8) Other information:

Beech 1900D Airliner Pilot's Operating Manual – P/N 129-590000-5C9
(Serials UE-1 thru UE-249, UE-251 thru UE-258, and UE-260 thru EU-262)

Beech 1900D Airliner Pilot's Operating Manual – P/N 129-590000-73B6
(Serials UE-250, UE-259, and UE-263 and after) (English/Metric Units)

Master MEL Beech Model 1900/1900C Series

FAA Master Minimum Equipment List BE-1900D

1900C – Model Specification BS 24067 [UC-2 and after] – Rev. A 7/9/90

Beechcraft Model 1900D – Model Specification BS 24360 – Revision B 14/3/94

Memorandum Report 1900E366 – Model 1900C Electrical Load Analysis

Memorandum Report 1900E1266 – Electrical Load and Power Supply Capacity
Report for Model 1900D Aircraft – Serial Number UE-273 – April 21, 1997

2001 Beech 1900D Airliner – Air New Zealand Required Specification

Raytheon Report 1900E1342 – System Requirements and Design Document
for the Model 1900D 88 Parameter Flight Data Recorder System

Raytheon Report 1900E1369 –Flight Data Recorder System Tests for FAA
Certification – Model 1900D

5. New Zealand Operational Rule Compliance

Compliance with the retrospective airworthiness requirements of NZCAR Part 26 has been assessed as they are a prerequisite for the grant of an airworthiness certificate.

CAR Part 26 – Subpart B – Additional Airworthiness Requirements

Appendix B – All Aircraft

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
B.1	Marking of Doors and Emergency Exits	Placards – See Flight Manual Section II Limitations
B.2	Crew Protection Requirements – CAM 8 Appendix B # .35	Not Applicable – Agricultural Aircraft only

Appendix C – Air Transport Aeroplanes – More than 9 Pax

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
C.1	Doors and Exits	See letter from Beech ref. 940-98-03-259 dated Mar 5, 1998. “The 1900C and 1900D meet the requirements of CAR 26 Appendix C, with the exception of C.2.3.” This comment was later clarified in Beech letter 940-98-07-023 dated July 6. Complies via SFAR §41.5(e)(i) [C] and FAR §23.807(d) [D]
C.2.1	Additional Emergency Exits per FAR 23.807(b) @ 10.5.93	
C.2.2	Emergency Exit Evacuation Equipment – Descent means	Not Applicable – exits less than 2m from ground
C.2.3	Emergency Exit Interior Marking – Size/self-illuminating	FAR §23.807(d) Note: Beech advise Engineering Drawings specify a minimum average brightness of 220 microlamberts. (Six year life from delivery value of 265.)
C.3.1	Landing Gear Aural Warning – Automatic Flap Linking	FAR §23.729(f) – See Flight Manual page 7-13

Compliance with the following additional NZ operating requirements has been reviewed and were found to be covered by either the original certification requirements or the basic build standard of the aircraft, except as noted:

CAR Part 91 – Subpart F – Instrument and Equipment Requirements

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
91.505	Seating and Restraints – Safety belt/Shoulder Harness	Shoulder Harness Fitted as Standard – See POH Section 7
91.507	Pax Information Signs – Smoking, safety belts fastened	Fitted as standard
91.509 Min. VFR	(1) ASI (2) Machmeter (3) Altimeter (4) Magnetic Compass (5) Fuel Contents (6) Engine RPM (7) Oil Pressure	FAR §23.1303(a) Not Applicable FAR §23.1303(b) FAR §23.1303(c) FAR §23.1305(a) FAR §23.1305(d)(e) FAR §23.1305(b)
91.511 Night	(1) Turn and Slip (2) Position Lights	Fitted as Std – See BS24067 FAR §23.1385
91.513	VFR Communication Equipment	Fitted as Standard – See BS24067 and BS 24360
91.517 IFR	(1) Gyroscopic AH (2) Gyroscopic DI (3) Gyro Power Supply (4) Sensitive Altimeter	Fitted as Standard – See Model Specifications BS24067 and BS 24360
91.519	IFR Communication and Navigation Equipment	Fitted as Standard – See BS24067 and BS 24360
	Standard Collins equipment on the 1900C is dual VHF-22A, VIR-32, DME-42 and single ADF-60A. For the 1900D the standard flight instrumentation system consists of dual fully digital Collins EFIS -84 flight instruments, dual Collins FDS-65 flight director systems with Collins Pro-Line II radios.	
91.523	Emergency Equipment: (a) More Than 9 pax – First Aid Kits per Table 7 – Fire Extinguishers per Table 8 (b) More than 20 pax – Axe readily accessible to crew (c) More than 61 pax – Portable Megaphones per Table 9	Operational Rule – Compliance as applicable Two fitted as standard - BS24067 and BS 24360 §3.10.1 Not Applicable – Less than 20 passenger seats Not Applicable – Less than 61 passenger seats
91.529	ELT – TSO C126 406 MHz after 22/11/2007	Operational Rule – Compliance as applicable
91.531	Oxygen Indicators – Volume/Pressure/Delivery Visual/aural warning when cabin pressure altitude exceeds 10 000 feet AMSL	Two 7.6 cu. Ft. gaseous oxygen cylinders and regulators are connected to the crew and passenger oxygen masks. This provides constant flow to the crew and altitude compensated flow to the passengers (from a minimum of .1 LPM at 1,000 feet, to a maximum of 2.9 LPM at 25,000 feet.) There is a fill gauge and dual cockpit pressure indicators. NOTE: For the Model 1900/C the aural warning is given at 12,500 feet – this needs to be changed to 10,000 feet to comply with §91.531(1)(ii).

91.535	Oxygen for Pressurised Aircraft (1) Flight Crew Member On-Demand Mask; 15 min PBE (2) 1 Set of Portable 15 min PBE (3) Crew Member - Pax Oxygen Mask; Portable PBE 120l (4) Spare Oxygen Masks/PBE (5) Min Quantity Supplement Oxygen (6) Required Supplemental/Therapeutic Oxygen Above FL250 – Quick-Donning Crew On-Demand Mask – Supplemental O ₂ Masks for all Pax/Crew – Supplemental Mask in Washroom/Toilet Above FL300 – Total Outlets Exceed Pax by 10% – Extra Units Uniformly Distributed – Automatically Presented Above FL140 – Manual Means of Deploying Pax Masks	See Informal Checklist – Beech 1900C/D compliance with NZCAR Part 91 Oxygen Requirements: FAR §23.1443 – Crew provided with diluter-demand quick-donning masks. There are ten (dual) outlets for nine pairs of passengers. Outlets are uniformly distributed in the cabin ceiling Beech letter 940-200107-244 states “the 1900D supplemental oxygen quantity when fully serviced exceeds the requirement of NZCAA Rule 91.535(a)(5)”. Above FL250 Not Applicable: Maximum Operating Pressure-Altitude Limit for normal operation is 25,000 ft. – See AFM Section 2
91.541	SSR Transponder and Altitude Reporting Equipment	Fitted as Standard – See BS24067 and BS 24360 §3.12
91.543	Altitude Alerting Device – Turbojet or Turbofan	Allied Signal KAS-297A Altitude Alerter fitted as standard
91.545	Assigned Altitude Indicator	Operational Rule – Compliance as applicable
A.15	ELT Installation Requirements	To be determined on an individual aircraft basis

Civil Aviation Rules Part 125

Subpart F – Instrument and Equipment Requirements

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
125.355	Seating and Restraints	FAR §23.785
125.357	Additional Instruments (Powerplant and Propeller)	FAR §23.1305
125.359	Night Flight Landing light, Pax compartment	Fitted as Standard – See BS24067 and BS 24360
125.361	(a) IFR All Operations – Additional Independent ASI and Altimeter; Spare bulbs and spare fuses	Second independent ASI and Altimeter fitted as standard. Spare bulbs and fuses not required.
125.363	Emergency Equipment (Part 91.523 (a) and (b))	Operational Rule – Compliance as applicable
125-364	Protective Breathing Equipment	Not Applicable – Less than 20 passenger seats
125.365	Public Address and Crew Member Intercom System	DB Audio System fitted as standard on 1900D
125.367	Cockpit Voice Recorder Appendix B.3 requires TSO C84/C123	Operational Rule – Compliance as applicable for 1900C (1900D fitted as standard with Fairchild A100S SSVR)
125.369	Flight Data Recorder Appendix B.4 requires TSO C124	Operational Rule – Compliance as applicable for 1900C (1900D fitted as standard with Fairchild F1000 SSFDR. Effective UE-421 a new DFDR was available with 57 or 88 parameters, depending on date of manufacture. This was designed to meet FAR §121.344a and Appendix M.)
125.371	Additional Attitude Indicator	Fitted as Standard – See BS24067 and BS 24360
125.373	Weather Radar Appendix B.6 requires TSO C63	Operational Rule – Compliance as applicable for 1900C Collins WXP-840B weather radar fitted as std on 1900D
125.375	Ground Proximity Warning System Appendix B.7 requires TSO C92	Operational Rule – Compliance as applicable for 1900C Allied Signal Mark VI EGPWS fitted as standard on 1900D
125.377	AEDRS – Required for SE IFR – Meets Appendix B.8	Not Applicable – Not SEIFR
125.379	Terrain Awareness and Warning System (TAWS) Appendix B.9 requires TSO C151a or b	Required for aircraft manufactured after 1 April 2002 (Mark.VI EGPWS meets TSO C151b Class A)
125.381	Airborne Collision Avoidance System (ACAS II) Appendix B.10 requires TSO C118/119a or C119b/c	Required by 1 January 2005 (BF Goodrich TCAS available as an option on 1900D)

NOTES: 1. A Design Rule reference in the Means of Compliance column indicates the Design Rule was directly equivalent to the CAR requirement, and compliance is achieved for the basic aircraft type design by certification against the original Design Rule.

2. The CAR Compliance Tables above were correct at the time of issue of the Type Acceptance Report. The Rules may have changed since that date and should be checked individually.



3. Some means of compliance above are specific to a particular model/configuration. Compliance with Part 91/119 operating requirements should be checked in each case, particularly oxygen system capacity and emergency equipment.

Attachments

The following documents form attachments to this report:

Copy of FAA Type Certificate Data Sheet Number A24CE

Sign off

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David Gill
Team Leader Aircraft Inspection




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Checked – Kavita Vanmari
Certification Engineer

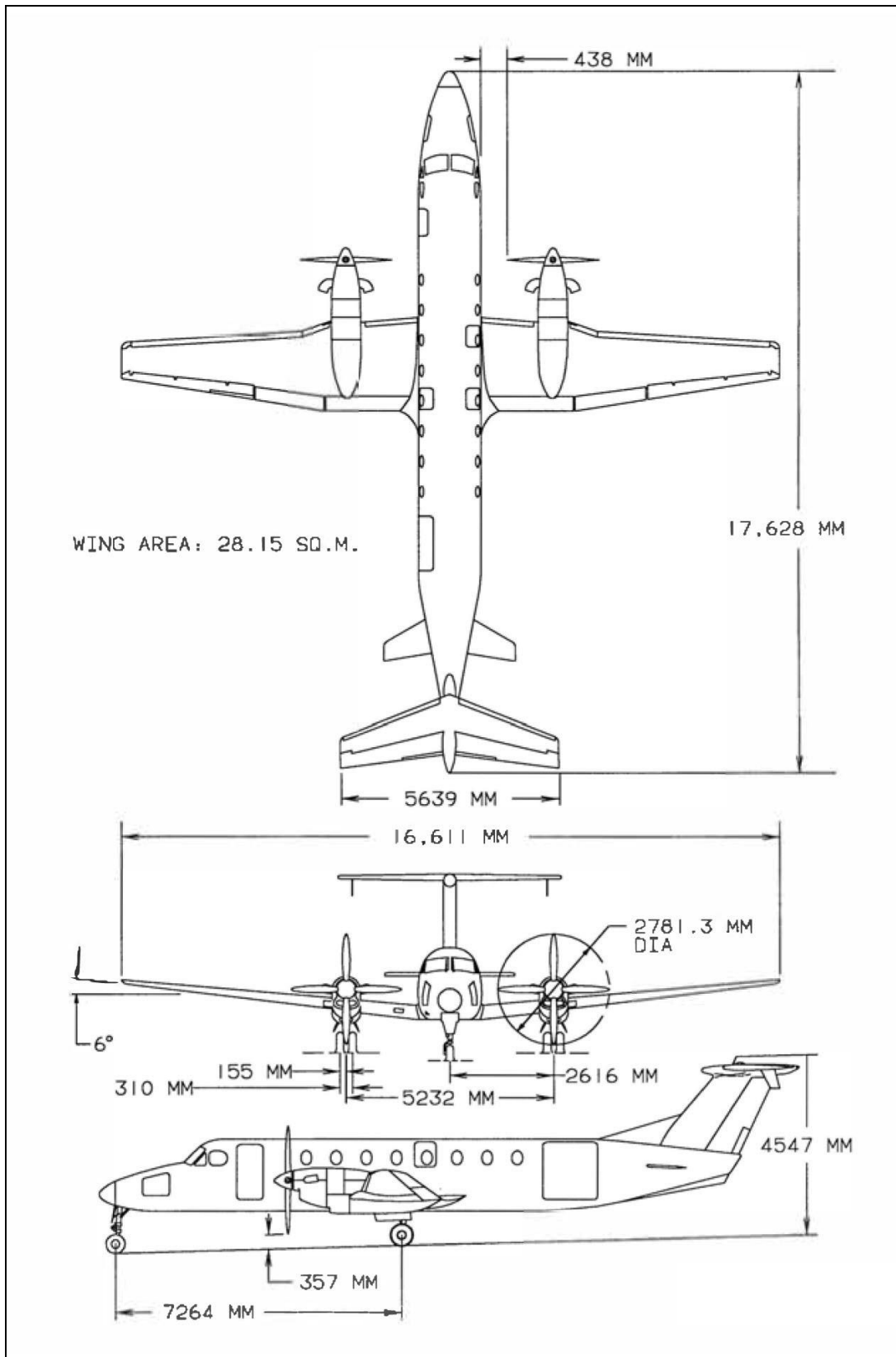
Appendix 1

List of Type Accepted Variants:

<i>Model:</i>	<i>Applicant:</i>	<i>CAA Work Request:</i>	<i>Date Granted:</i>
1900/1900C, 1900D	Raytheon Aircraft Company	98/21B/7	2 September 1998

Appendix 2

3-View Drawing Beech Model 1900C.



3-View Drawing Beech Model 1900D.

