This data sheet which is a part of Type Certificate No. A14SW prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Hawker Beechcraft Corporation
9709 E. Central
Wichita, KS 67206

Type Certificate Holder Record: Mitsubishi Heavy Industries, Inc. Ltd.
Tokyo, Japan transferred to Raytheon Aircraft Company
Raytheon Aircraft Company transferred to Hawker Beechcraft Corporation on March 26, 2007.

Model MU-300, Diamond I and IA (Transport Category). Approved November 6, 1981 (See NOTE 8 and 9).

Engines: Two Pratt and Whitney Aircraft of Canada, Ltd. JT15D-4 or JT15D-4D turbofans (NOTE 4)

Fuel: Commercial kerosene Jet A, Jet A-1, Jet B, or JP-4. Fuels not containing icing inhibitors must have MIL-I-27686D fuel system icing inhibitor added in amounts of not less than 0.10% or more than 0.15% by volume. See Airplane Flight Manual for blending anti-icing additive to fuel.

Engine Limits: Static thrust standard day, sea level:

<table>
<thead>
<tr>
<th></th>
<th>JT15D-4</th>
<th>JT15D-4D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take-off (5 minutes)</td>
<td>2,500 lb.</td>
<td>2,500 lb.</td>
</tr>
<tr>
<td>Max Continuous</td>
<td>2,375 lb.</td>
<td>2,375 lb.</td>
</tr>
</tbody>
</table>

Maximum permissible engine rotor operating speeds:

<table>
<thead>
<tr>
<th></th>
<th>JT15D-4</th>
<th>JT15D-4D</th>
</tr>
</thead>
<tbody>
<tr>
<td>( N_1 ) (Fan)</td>
<td>104%</td>
<td>104%</td>
</tr>
<tr>
<td></td>
<td>16,540 rpm</td>
<td>16,540 rpm</td>
</tr>
<tr>
<td>( N_2 ) (Gas Gen.)</td>
<td>96%</td>
<td>97%</td>
</tr>
<tr>
<td></td>
<td>31,450 rpm</td>
<td>31,800 rpm</td>
</tr>
</tbody>
</table>

Maximum permissible interturbine gas temperatures:

<table>
<thead>
<tr>
<th></th>
<th>JT15D-4</th>
<th>JT15D-4D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take-off</td>
<td>700°C</td>
<td>720°C</td>
</tr>
<tr>
<td>Maximum Continuous</td>
<td>680°C</td>
<td>680°C</td>
</tr>
<tr>
<td>Starting Transient (2 seconds)</td>
<td>700°C</td>
<td>700°C</td>
</tr>
</tbody>
</table>

Airspeed Limits (IAS):

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>( V_{MO} ) Maximum Operating</td>
<td>264 knots</td>
</tr>
<tr>
<td>Sea level to 14,000 ft</td>
<td>264 knots</td>
</tr>
<tr>
<td>17,000 ft to 26,000 ft</td>
<td>320 knots</td>
</tr>
<tr>
<td>( M_{MD} ) Above 26,000 ft</td>
<td>0.785 Mach</td>
</tr>
<tr>
<td>( V_A ) Sea level to 20,000 ft</td>
<td>205 knots</td>
</tr>
<tr>
<td>At 41,000 ft</td>
<td>230 knots</td>
</tr>
<tr>
<td>( V_{FE} ) Flaps Extended</td>
<td></td>
</tr>
<tr>
<td>30°</td>
<td>165 knots</td>
</tr>
<tr>
<td>10°</td>
<td>200 knots</td>
</tr>
</tbody>
</table>
V_{MCA}  (Min. control speed) Air          89 knots  
V_{MCG}  (Min. control speed) Ground        90 knots  
V_{LO}   (Landing gear operating)           200 knots  
V_{LE}   (Landing gear extended)            200 knots  
V_{SB}   (Speed brakes extended)            No limit, except in flight when flaps are more than 10°.  

Zone A  Fuel may be loaded in any tank combination.  
Zone B  Fuel may be loaded in the main tanks and up to 400 lbs in the 
fuselage tank.  
Zone C  Fuel may be loaded in the main tank only.  
Zone D  Load main tanks first, the remainder in fuselage tank.  

C.G. Range  
(Landing Gear Extended)  


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 Trim          L.E. Up 121.3  L.E. Down 12.8  
Rudder              Right 30°  Left 30°  
Rudder Trim         Right 24°  Left 24°  
Flap                Full 30°  
Speed brake         36°  
Yaw Damper          Right 26.6°  Left 27.6°
See Mitsubishi drawing 45A00601 or maintenance manual for rigging tolerance. Length of the trim actuator jack screw in millimeters (mm) See Mitsubishi drawing for details.

Serial Nos. Eligible
A003S.A through A091S.A (See NOTE 8)

Certification Basis
Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by 25-1 through 25-40, plus 25.1351(d), 25.1353(c)(5), and 25.1450 of Amendment 25-41; FAR 25.1353(c)(6) and FAR 25.255 of Amendment 25-42; and FAR 25.361(b) of Amendment 25-46. Part 36 of the Federal Aviation Regulations effective December 1, 1969, as amended by 36-1 through 36-12.

Equivalent Safety Items
(1) Out-of-trim characteristics FAR 25.255
(2) Pilot compartment view FAR 25.773(b)(2)

Application for Type Certification dated August 24, 1977.

Maximum Weight
Takeoff 14,630 lb.
Landing 13,200 lb Flaps 30° 12,800 lb Flaps 10°
Zero Fuel 11,550 lb
Ramp 14,700 lb

Maximum Baggage
Aft Cabin 400 lb. (at +313.4)
200 lb. (at +296.4)
Tailcone 250 lb. (at +383.1)

Oil Capacity (gal.)
Two engine mounted tanks:
Total 2.33 each; usable 1.50 each
ARM = +342.2
See NOTE 1 for data on undrainable oil.

Number of Seats
11 (2 pilots and 9 passengers) See NOTE 5.

Fuel Capacity (gal.)
Two wing tanks 265.6 ea. 259.3 ea. +272.2
One aft fuselage tank 121.6 11.72 +337.3
See NOTE 1 for data on unusable fuel.

Production Basis
None. (See NOTE 8).

Datum
71.65 in. forward of the front face of the forward pressure bulkhead.

MAC
73.11 in. (L.E. of MAC at +251.09).

Leveling Means
Seat rails

Minimum Crew
For all flights: 2 persons (pilot and co-pilot)

Maximum Operating Altitude
41,000 ft.

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

Mitsubishi Aircraft International (MAI) Report MR-0689 contains list of all required equipment as well as optional equipment installations approved by FAA.
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) 89.1 lb at +255.9
- Unusable fuel (One after fus. tank) 29.6 lb at +338.8
- Undrainable Oil (two engine) 3.0 lb at +342.2
- Hydraulic fluid 8.3 lb at +349.6

NOTE 2 The aircraft must be operated according to the following FAA Approved Airplane Flight Manuals:

NOTE 3 The Airworthiness Limitations Section MR-11-00 of the Maintenance Requirements Report MR-0464-2 contains overhaul times, replacement times, and special inspections required for continued airworthiness.

NOTE 4 Pratt and Whitney Aircraft of Canada, Ltd. JT15D-4D turbofan engines used for Mitsubishi Serial Nos. A066S.A. and A069S.A. through A091S.A. may be installed per MAI Service Recommendation SR 71-001 for S/N’s A003S.A. through A065S.A, A067S.A. and A068S.A.

NOTE 5 The toilet seat installed per MAI Drawing 45A91812 is approved for takeoff and landing as a passenger seat provided a curtain is installed in place of the sliding door per MAI Drawing 45A91793 and interior is approved per MAI Report MR0511, Revision B. Utilization of Toilet Seat for takeoff and landing is covered by Flight Manual Section 7.

NOTE 6 Serial Nos. A003S.A. through A065S.A., A067S.A. and A068S.A. may use Pratt and Whitney Canada JT15D-4D loaner engines when installed per MAI Service Bulletin SB 71-001 and operated to JT15D-4 limits per the applicable Airplane Flight Manual (engines may be interchanged in any combination).

NOTE 7 DELETED

NOTE 8 MU-300 with serial numbers A003S.A. thru A058S.A. and A060S.A. were manufactured by Mitsubishi Aircraft International, Inc., under Approved Production Inspection System. Serial Numbers A059S.A. and A061S.A. through A091S.A. were manufactured under FAA Production Certificate No. 4SW.

NOTE 9 Refer to Type Certificate Data Sheet No. A16SW for MU-300-10, Serial Numbers A1001S.A. through A1011S.A. These aircraft originally produced under this type certificate are now under Type Certificate No. A16SW. This note reflects a split in the original type certificate for administrative purposes.

.....END.....