

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A48NM
FAIRCHILD
C-123K

May 26, 1994

TYPE CERTIFICATE DATA SHEET NO. A48NM

This data sheet, which is a part of Type Certificate No. A48NM, prescribes the 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: James R. Blumenthal
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Kingman, Arizona 86401

I - Model C-123K (Restricted Category) , Approved May 26, 1994

Engines 2 P&W R-2800-99W; 2 GE J85-GE-17

Fuel 100/130 Minimum grade aviation gasoline, see T.O. 1C-123K-1 (MIL-G-5572)
115/145 Minimum grade aviation gasoline may be used as an alternate fuel, see
T.O. 1C-123K-1 (MIL-G-5572)

Engine Limits P&W R-2800-99W:

2800 rpm (2400 hp) (59.5 in. Hg.- Sea Level) Maximum
Wet - Low Blower
2700 rpm (2050 hp) (55.0 in. Hg.- Sea Level) Maximum
Dry - Low Blower
2600 rpm (1800 hp) (48.5 in. Hg.- Sea Level) METO -
Low Blower
2600 rpm (1850 hp) (49.5 in. Hg.- 10,000 ft Alt.)
Maximum Wet - High Blower
2600 rpm (1700 hp) (49.0 In. Hg.- 10,000 ft Alt.)
METO - High Blower

GE J85-GE-17:

100% rpm (692°C EGT), 30 minute maximum
97.9% rpm (676°C EGT) or less, continuous

Propeller Hamilton Standard 43E60-623-6917F-14

Airspeed Limits V_{ne} - Never Exceed (245 Knots)
 V_c - Structural Cruising (195 Knots)
Flaps or Gear Extended (132 Knots)

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C.G. Range	STA +327.9 (20.6% MAC) to STA +343.89 (32.0% MAC) at all wts.		
Datum	Fuselage Station 0 (120" fwd of fwd jack point)		
Leveling Means	Plate at Sta. 425.0 inside L.H. Door		
Maximum Gross Wt.	60,000 lbs.		
Maximum Landing Wt.	See USAF T.O. 1C-123K-1, Section V		
Maximum Zero Fuel Wt.	See Figure 5-4, USAF T.O. 1C-123K-1		
Minimum Crew	Two (2), Pilot and Copilot		
Number of Seats	Limited to the flight crew and number of persons essential to perform the intended function of this operation.		
Cargo Capacity	See USAF T.O. 1C-123K-1 Section V		
Fuel Capacity	1,462 gal. total - 2 nacelle drop fuel tanks 731 gal. each (+388)		
	900 gal. total - 2 external drop fuel tanks 450 gal. each (+388)		
Oil Capacity	80 gal. total - 2 nacelle tanks 40 gal. each (+288)		
Control Surface Movements	(See Sec. 2 of USAF T.O. 1C-123B-2-1Page 2-126)		
	Aileron	Up $20^{\circ} \pm 1^{\circ}$	Down $15^{\circ} \pm 1^{\circ}$
	Trim Tab	Up $10^{\circ} \pm 1^{\circ}$	Down $10^{\circ} \pm 1^{\circ}$
	Elevator	Up $25^{\circ} \pm 1^{\circ}$	Down $16\frac{3}{4}^{\circ} \pm 1^{\circ}$
	Spring Tab	Up $13\frac{1}{2}^{\circ} \pm 1^{\circ}$	Down $20^{\circ} \pm 1^{\circ}$
	Trim Tab	Up $20^{\circ} \pm 1^{\circ}$	Down $25^{\circ} \pm 1^{\circ}$
	Rudder	Left $20^{\circ} \pm 1^{\circ}$	Right $20^{\circ} \pm 1^{\circ}$
	Spring Tab	Left $20^{\circ} \pm 1^{\circ}$	Right $20^{\circ} \pm 1^{\circ}$
	Trim Tab	Left $20^{\circ} \pm 1^{\circ}$	Right $25^{\circ} \pm 1^{\circ}$
	Wing Flaps	Take Off	Down $19^{\circ} \pm 2^{\circ}$
	Wing Flaps	Landing	Down $45^{\circ} \pm 1^{\circ}$
Serial Numbers Eligible	<u>Manufacturer Serial Numbers:</u> 20001 through 20304 except 20005, 20006, 20008, 20087, 20165, and 20272 through 20280: Surplus C-123K aircraft that have been found to comply with the requirements of this data sheet.		
Certification Basis	Federal Aviation Regulations (FAR) 21.25(a)(2) and (b)(7) with Amendment 21-1 through 21-42, dated January 6, 1975. Date of application for Type Certificate: September 17, 1993. A finding under the applicable provisions of the Noise Control Act of 1972 has been accomplished and approved on May 23, 1994, for the Fairchild C-123K aircraft (Restricted Category-Military Surplus).		

A finding of No Significant Impact (FONSI), to the applicable provisions of the National Environmental Policy Act of 1969 (NEPA) has been accomplished and approved on May 23, 1994, for the Fairchild C-123K aircraft (Restricted Category-Military Surplus).

Production Basis

None. Prior to original certification of each aircraft, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data, and assure that the applicant has conducted a satisfactory flight test. All applicable TCTO's must be accomplished. (Reference: T.O. 1C-123K-1)

Equipment

The basic required equipment as prescribed in Report No. JRB-003, Revision No.: Original, dated September 17, 1993, and as required by the applicable Airworthiness Regulations (See Certification Basis), must be installed in the aircraft for certification.

Note 1

- A. Current weight and balance report and loading instructions must agree with section II of USAF T.O. 1C-123K-1 for the C-123K.
- B. All cargo must be loaded and restrained in accordance with USAF T.O. 1C-123B-9.

Note 2

This Approval Applies To:

- A. Basic United States Air Force C-123K airplane, with no major modifications except those required and in accordance with Report JRB-001, Revision No.: Original, dated September 17, 1993.
- B. This airplane is certified for the special purpose of carrying approved cargo with the following limitations:
 - (1) In addition to the operating limitations in this data sheet, area, economic, passenger, and other appropriate operating limitations in accordance with FAR 21.25 shall be shown on placards or listings accessible to the pilot.
 - (2) The following placard must be displayed in the C-123K airplane in front of and in clear view of the pilot:

"RESTRICTED CATEGORY"

"This airplane must be operated as a restricted category airplane in compliance with the operation limitations stated in FAR 91.313, Section V of USAF T.O. 1C-123K-1 and in the form of placards, markings and manuals. It is certified for the special purpose of carrying approved cargo in areas specified in the FAA approved operations specification where standard aircraft are not reasonably available to carry enclosed/package cargo and when the carriage of such cargo is incidental to the business of the airplane owner. All cargo must be loaded and restrained in accordance with USAF T.O. 1C-123B-5."

- (3) A red radial line required on the airspeed indicator at 245 knots.

- (4) Fuselage cargo compartments must be marked by a 1 inch wide white line from floor level to 60 inches above the floor. Compartment markings must include compartment designation, compartment capacity and the allowable floor loading for the compartment in accordance with USAF T.O. 1C-123B-5, Section III. Compartment markings must be white letters at least 1 inch high and must be stenciled on the left and right side walls of the fuselage between 30 and 60 inches above the floor.
- (5) Carriage of hazardous materials is prohibited unless compliance is shown with the applicable regulations in the Code of Federal Regulations 49, Part 175.

Note 3 The aircraft must be serviced and maintained in accordance with USAF T.O. 1C-123B-2-1 and with Report No. JRB-002, Revision No.: Original, dated October 1, 1991, which contain the initial, minimum, scheduled maintenance program requirements for the C-123K to meet the requirements for continued airworthiness.

Note 4 USAF T.O. 1C-123K-1 must be available in the C-123K aircraft for all flight operations.

Note 5 Prior to obtaining an original airworthiness certificate:

- A. Each airplane must satisfactorily pass an inspection for conformity, possible hidden damage, and for workmanship and materials used in making may repairs and/or alterations.
- B. The maintenance, overhaul, and modification records of each aircraft must be reviewed for changes made by the military services that may affect the airworthiness of the aircraft. Modifications and changes of equipment which affect the safety or performance of the aircraft must be approved by the Federal Aviation Administration.

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