

[illegible]

第1部分 概述 (所有型别)

SECTION 1 GENERAL (ALL MODELS)

1. CAAC认可数据单和型号合格证数据单

CAAC Validation Data Sheet and Type Certificate Data Sheet

	中国民用航空总局认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前 Current	VTC0087A, Rev. 1, 2007-11-16	TCDS.R.002, Issue 02, 21 April, 2006
历史 History	VTC087A, Rev. 0, 1998-12-15	DGAC-F n° 127, issue 9 dated Sep. 1994

2. 类别/Category: 大型旋翼航空器, A类和B类/Large Rotorcraft, Category A and B

3. 认可当局/Validation Authority: 中国民用航空总局/CAAC

审定当局/Certifying Authority: 欧洲航空安全局/EASA

4. 型号合格证持有人/Type Certificate Holder: 欧洲直升机公司
法国普罗旺斯省, 13725 Marignane cedex, 马赛国际机场Eurocopter
Aéroport International Marseille – Provence
13725 Marignane cedex
France

5. CAAC Special Requirements:

交付到中国的每一旋翼航空器须满足下述特殊要求:

Each of Rotorcraft delivered to China shall meet the following special requirements:

(1) 必须满足中国民用航空总局的运行要求(例如标记标牌的中文要求)。The operational requirements of CAAC must be met (e.g. Chinese language requirements for markings and placards).

(2) 必须批准在本型航空器上使用中国国标3号燃油。Usage of PRC National Standard No.3 Jet Fuel must be approved on this type of aircraft.

(3) 在每一航空器上必须安装 CVFDR (中国适航指令 CAD-97-MULT-38 要求安装快速存储记录器 (QAR) 或其等效设备, CVFDR 满足上述适航指令要求)。CVFDR must be installed on each aircraft (CVFDR is found satisfactory to ensure compliance with CAD97-MULT-38, requiring installation of a Quick Access Recorder (QAR) or equivalent).

(4) 为具备在中国运行的资格, 按本型号认证制造的每架直升机必须具有一份出口适航证, 其上签注有出口国适航当局的审定声明, 即: 本架航空器符合 CAAC 所批准的型号设计并处于可安全运行的状态。To be considered eligible for operation in China, each helicopter manufactured under this Validation of Type Certificate must be accompanied by a certificate of airworthiness for export endorsed by the DGAC which states (in English language): This aircraft conforms to its CAAC type design and is in a condition for safe operation.

注: 要求 (3) 只适用于 EC225 LP。

Note: The requirement in (3) is only applicable for EC225 LP.

第2部分 SECTION 2

AS 332 L, L1

1. 概述 General

1.1 型号认可数据单 Validation Data Sheet Number: VTC087A Version: 0

1.2 型号 Model AS332L
AS332L1

1.3 型号认可证持有人 EUROCOPTER
VALIDATION of Type Certificate Holder Aeroport International Marseille Provence
13725 MARIGNANE Cedex
France

1.4 DGAC 型号合格证 Type Certificate Number: 56

DGAC 型号合格证数据单 Number: 127
Type Certificate Data Sheet Version: 9

1.5 申请 CAAC 认可审定的日期 24,10,2000 for AS332L
CAAC Validation Application Date 25,05,1998 for AS332L1

1.6 产品有效性 Series Nos. Eligible

对于申请 CAAC 审定的每一架直升机, 其出口适航证上都必须由 DGAC 按下列“进口要求”予以签注。

A DGAC “Certificate de Navigabilite pour Exportation” endorsed as noted below under “Import Requirements” must be submitted for each individual helicopter for which application for CAAC certification is made.

1.7 进口要求 Import Requirements

为具备在中国运行的资格, 按本型号认可证制造的每架直升机必须具有一份出口适航证, 其上签注有出口国适航当局的审定声明, 即: 本架航空器符合 CAAC 所批准的型号设计并处于可安全运行的状态。

To be considered eligible for operation in China, each helicopter manufactured under this Validation of Type Certificate must be accompanied by a certificate of airworthiness for export endorsed by the DGAC which states (in English language): This aircraft conforms to its CAAC type design and is in a condition for safe operation.

1.8 资料批准 Service Information

CAAC 接受, 注明有 DGAC 批准或 DGAC-DOA No. F.JA.01 批准字样的服务通告、结构修理手册、航空器飞行手册、主维护手册和航空器维护手册等使用维护资料。DGAC 的这些批准代表了 CAAC 的批准且仅限于本型号设计。

Service bulletins, structural repair manuals, aircraft Flight Manuals, master servicing manual, and aircraft maintenance manuals which contain a statement that the document is DGAC approved or approved under DGAC Design Organization Approval No. F.JA.01, are accepted by the CAAC and are considered CAAC-approved. These approvals pertain to the type design only.

2. 认可审定基础 Validation Basis

CAAC 的认可审定基础由 DGAC 审定基础中的适用要求和 CAAC 的附加技术条件组成如下:

The CAAC validation basis is consists of the DGAC certification basis as applicable and the CAAC additional technical conditions, as follows:

2.1 DGAC 审定基础的适用要求 DGAC certification basis as applicable

- 适航标准及其修正案水平 Airworthiness Standards and Amendment Levels
 - FAR29 Amdt. 29-1 to 29-16
- 专用条件 Special Condition: (Note 1)
 - Icing Protections (March 28, 1978)
 - Direct Lightning Protection (March 28, 1978)
 - Airworthiness Criteria for Helicopter Instrument Flight (December 15, 1978)

2.2 CAAC 附加技术条件 CAAC additional technical conditions

-CCAR21.19, Amendment Level: R2

- 根据认可审定基础中的适用要求为旅客所设置的所有文字标记和标牌以及各应急出口的内外标记均应是中英文格式，如在客舱、行李舱和贮存舱的内部和外部有关安全说明和应急撤离说明的标记和标牌。
The placards and markings for passengers and for emergence exit as required by the applicable requirements of this validation basis, such as safe and emergence instructions located inside or outside of passenger cabin, baggage and stowage compartments, must be presented in Chinese and English languages.

-AS332L 和 AS332L1 应能够使用中国 3 号喷气燃油。
Chinese No.3 Jet Fuel is required for the usability on AS332L and AS332L1.

3. 技术特性 Technical Characteristics

第 3.1 条至 3.16 条列出了 AS332L 和 AS332L1 共有的技术特性。
Common characteristics of AS332L and AS332L1 are listed in Section 3.1 to 3.16.

3.1 CAAC 批准的型号设计定义文件 CAAC Approved Type Design Definition
EUROCOPTER document 332ABN0164

3.2 设备 Equipment (Note 4)
认可审定基础中适用条款所要求的基本设备必须安装在航空器上。
The basic required equipment as prescribed in the applicable airworthiness regulations of the validation basis must be installed in the helicopter.

3.3 燃油 Fuel

- | | |
|----------------------------|---|
| - 规格 Specification: | 中国 3 号喷气燃油 Chinese No.3 Jet Fuel;
其它见飞行手册 Refer to Flight Manual for others. |
| - 容量 Capacity (升 Litres): | 2082 (Total), 2058.7(usable) |
| 右组 Right Group | |
| -Longitudinal Tank | 236 at 4.575 m |
| -Transverse Tank | 405 at 3.550 m |
| -7# Tank | 526 at 2.850 m |
| 左组 Left Group | |
| -Longitudinal Tank | 246 at 4.575 m |
| -Transverse Tank | 423 at 5.600 m |
| -5# Tank | 246 at 6.340 m |
| - 不可用燃油 | |
| -右组 Right Group 7.3 | |

-左组 Left Group 16

3.4 发动机滑油 Engine oil

- 规格 Specification: 参见飞行手册 Refer to Flight Manual.
- 容量 Capacity(升 Litres): 2×7.6 at 2.75 m

3.5 MGB、IGB 和 TGB 减速器滑油 MGB, IGB&TGB oil

- 规格 Specification: 参见飞行手册 Refer to Flight Manual.
- 容量 Capacity (升/Litres):
 - MGB: 19.6 at 5.58 m
 - IGB: 0.62 at 12.51 m
 - TGB: 1.44 at 13.81 m

3.6 空速限制 Airspeed Limits

- 有动力时 Power-on:
 - VNE = 167 kt (Hp = 0 and W ≤ 8350 kg)
 - VNE= 150 kt (Hp = 0 and W> 8350 kg)
- 无动力时 Power-off: VNE = 150 kt (Hp = 0 and W ≤ 8350 kg)
VNE= 145 kt (Hp = 0 and W> 8350 kg)
- VNE 与高度及重量的关系
VNE Reduction as a function of
altitude and weight: 参见飞行手册 Refer to Flight Manual.

3.7 旋翼转速 Rotor Limitations

- 有动力时 Power-on:
 - 265 RPM (额定 rated)
 - 245~275 RPM (范围 range)
- 无动力时 Power-off:
 - 310 RPM (最大瞬时转速 Max. transient)
 - 290 RPM (最大稳定状态 Max. steady state)
 - 220 RPM (最小 Minimum, if IAS ≤ 100 kt)
 - 245 RPM (最小 Minimum, if IAS > 100 kt)

3.8 目视和音响警告

Visual and audio warnings:

- 高速 High speed: 290 RPM

- 低速 Low speed:	245 RPM
3.9 最大重量 Maximum Weights:	8600 kg
3.10 重心范围 C.G Range:	
- 纵向前极限 Longitudinal forward limit:	4.40 m ($W \leq 7000$ kg) 4.52 m ($W = 8600$ kg)
纵向后极限 Longitudinal rear limit:	4.90 m ($W \leq 7000$ kg) 4.85 m ($W = 8600$ kg)
- 横向右极限 Lateral R.H:	0.09 m
横向左极限 Lateral L.H:	0.08 m
3.11 基准 Datum	
- 纵向 CG Longitudinal CG:	主旋翼中心线正前方 4.67 m. 4.67 m forward of the main rotor centerline.
- 横向 CG Lateral CG:	直升机横向对称面 aircraft symmetry plane
3.12 测平措施 Leveling means:	机身右侧为水平基座盘, 左侧为垂线刻度盘 Level support plate on right side of fuselage. Graduated plate for plumb line on the left side.
3.13 限制载荷系数 Limit load factor:	+ 2.67 and - 0.5
3.14 旋翼和控制器设定 Rotor and control setting:	参见维护手册 refer to the Maintenance Manual.
3.15 载货 Baggage Loading	
- 最大分布载荷 Max. load:	800 kg/m ²
3.16 最大客座数 Max. number of passenger seats:	24

第 3.17 条至 3.19 条列出了 AS332L 特有的技术特性。

Special characteristics of AS332L are listed in Section 3.17 to 3.19.

3.17 最大使用高度 Maximum Operating Altitude: Hp = 6096 m (W ≤ 8350 kg)
Hp = 2895 m (W > 8350 kg)

3.18 最小机组人数 Minimum Crew:

-VFR Conditions: (Note 6) 1 pilot + 1 crewmember

-IFR Conditions: 2 pilots

3.19 发动机 Engines

- 数量 Numbers: 2
- 型别 Model: MAKILA 1A
- 限制 Limits: (标准海平面条件下-无 P2 放气 Standard sea level condition-without P2 air bleed)

额定状态

Rating

最低功率

Power Minimum (kw)

燃气涡轮转速

Gas generator speed

Ng (rpm)

排气温度

Exhaust gas Temp.

T4 (°C)

2.5 min.

1310
34000
810

30 min.

1240
33200
775

Take-off (5 min.)

1240
33200
785

Max. continuous

1130
32500
735

Starting

750 (Max.)

瞬时限制 Transient Limitations: 见飞行手册 Refer to Flight Manual.

第 3.20 条至 3.22 条列出了 AS332L1 特有的技术特性。

Special characteristics of AS332L1 are listed in Section 3.20 to 3.22.

3.20 最大使用高度 Maximum Operating Altitude:

Hp = 7620 m* (W ≤ 8350 kg)
*(6096 m – IFR condition)
Hp = 2895 m (W > 8350 kg)

3.21 最小机组人数 Minimum Crew:

-VFR Conditions: (Note 5)

1 pilot + 1 crewmember (Hp≤20000 ft)
2 pilot (Hp>20000 ft)

-IFR Conditions:

2 pilots

3.22 发动机 Engines

- 数量 Numbers: 2

- 型别 Model: MAKILA 1A1

- 限制 Limits: (标准海平面条件下-无 P2 放气 Standard sea level condition-without P2 air bleed)

额定状态

Rating

最低功率

Power Minimum (kw)

燃气涡轮转速

Gas generator speed

Ng (rpm)

排气温度

Exhaust gas Temp.

T4 (°C)

2.5 min.

1400

34000

830

30 min.

1330

33200

785

Take-off (5 min.)

1357

33200(OAT>15°C)

33350(OAT≤15°C)

795

Max. continuous

1185

32300

735

Starting

750 (Max.)

瞬时限制 Transient Limitations: 见飞行手册 Refer to Flight Manual.

4. 使用说明 Operating and Service Instructions

4.1 CAAC 飞行手册/CAAC Flight Manual:

-AS332L:

DGAC 批准的带有 J 代码的飞行手册 (版次 RN02, 00-38), 或 DGAC 批准的后续版本。
DGAC approved J-coded Flight Manual(RN02, 00-38), or later DGAC approved revisions.

-AS332L1: (待定 TBD)

4.2 持续适航文件 Continued Airworthiness Documents

-AS332 Maintenance Manual,
-AS332 Overhaul Manual,
-AS332 Repair Manual,
-AS332 Illustrated Part Catalogue,
-AS332 DGAC-approved Service Bulletins.

5. 备注 Notes

Note 1: DGAC 信函 53904 (1980/08/18), 定义了 AS332L 和 AS332L1 的专用条件。
The Special Conditions of AS332L/L1 are defined in DGAC letter 53904, August. 18, 1980.

Note 2: 法国民航局生产许可 Production agreement: No. P02 (1992/01/02)
Production agreement (JAR-21): No. F.G.003 (1997/12/22)

Note 3: 法国民航局 DOA 批准 Design agreement: No. F.JA.01 (1998/07/20)

Note 4: 飞行手册增补是对安装选装设备的批准, 一项安装对应于一个特定的增补。
The optional installations are each approved individually of the Flight Manual and form a subject of a Flight Manual Supplement specific to each installation.

Note 5: 重量及装载说明中的重量-平衡细分项目 (包括一系列设备), 在初次单机适航审查时必须安装或装载到直升机上。为获得最相符的重量-平衡结果, 每一直升机应采用支撑点而非起落架进行称重。当直升机的更改影响到重量平衡时, 应符合飞行手册中有关重量-平衡的要求。
The weight and balance breakdown including the list of equipment items incorporated in the weight and loading instructions, must be provided for each helicopter at the time of original airworthiness certification. To obtain the most consistent weight and balance results, all helicopter should be weighed on jackpoints rather than on wheels. When changes are made to the helicopter which affect the weight and balance, refer to the Flight Manual for weight and balance instructions.

Note 6: 如果自动驾驶仪各通道中至少有一路工作正常, 则无需该机组成员。
The qualified crewmember is not required if one lane of each AP channel, at least, is in operation.

EC 225 LP

I. 概况

I. General

- | | | |
|----|--------------------------|--|
| 1. | 数据单号: | EASA.R.002 |
| 1. | Data Sheet No: | EASA.R.002 |
| 2. | 型号 / 衍生型 或 型别: | EC 225 LP |
| 2. | Type / Variant or Model: | EC 225 LP |
| 3. | 适航类别: | 大型旋翼航空器, A类和B类 |
| 3. | Airworthiness Category: | Large Rotorcraft, Category A and B |
| 4. | 型号合格证持有人: | 欧洲直升机公司
法国普罗旺斯省
13725 Marignane cedex
马赛国际机场
法国 |
| 4. | Type Certificate Holder: | EUROCOPTER
Aéroport International Marseille - Provence
13725 MARIGNANE cedex
FRANCE |
| 5. | 制造商: | 同上 |
| 5. | Manufacturer: | As above |
| 6. | DGAC-F 申请日期: : | 2000年11月7日 |
| 6. | DGAC-F Application Date: | 07 November 2000 |
| 7. | EASA 适航证颁发日期: | 2004年7月27日 |
| 7. | EASA Certification Date: | 27 July 2004 |
| 8. | JAA 推荐日期: | 不适用 |
| 8. | JAA Recommendation Date: | N/A |

II. 审定基础

II. Certification Basis

- | | | |
|----|--|---|
| 1. | 适航要求: | 1999年12月1日生效的JAR 29, 改版1, 以下条款除外: |
| 1. | Airworthiness Requirements: | JAR 29, Change 1 effective December 1 st , 1999, except for the following: |
| 2. | 批准的回溯和豁免: | |
| | •以下条款回溯至 FAR 29, 第 24 修正案: | |
| | - FAR 29.561(b)(3) 应急着陆情况-总则 (参见 CRI C-01) | |
| | •以下条款部分回溯至 FAR 29, 第 24 修正案: | |
| | - FAR 29.571 结构的疲劳评定 (参见 CRI C-03) | |
| | - FAR 29.785 座椅、卧铺、安全带和肩带 (参见 CRI D-01) | |
| | •豁免以下 JAR 29, 改版 1 的条款: | |
| | - JAR 29.562 应急着陆动态情况 (参见 CRI C-02) | |
| | - JAR 29.952(a)(c)(d)(e)(f)(g) 燃油系统的抗坠撞 (参见 CRI E-01) | |
| | - JAR 29.955(b) 燃油输油系统 (参见 CRI E-05) | |
| | •部分豁免以下 JAR 29, 改版 1 的条款: | |
| | - JAR 29.963(b) 燃油箱: 总则; 抗刺穿 (参见 CRI E-02) | |
| 2. | Reversions and Exemptions Granted: | |
| | •reversion to FAR 29, Amendment 24 as follows: | |
| | - FAR 29.561(b)(3) Emergency landing conditions-general (Reference CRI C-01) | |
| | •partial reversions to FAR 29, Amendment 24 as follows: | |
| | - FAR 29.571 Fatigue evaluation of structure (Reference CRI C-03) | |

- FAR 29.785 Seat, berth, safety belts, and harnesses (Reference CRI D-01)
 - exemptions from JAR 29, Change 1 as follows:
 - JAR 29.562 Emergency dynamic landing conditions (Reference CRI C-02)
 - JAR 29.952(a)(c)(d)(e)(f)(g) Fuel system crash resistance (Reference CRI E-01)
 - JAR 29.955(b) Fuel transfer (Reference CRI E-05)
 - partial exemption from JAR 29, Change 1 as follows:
 - JAR 29.963(b) Fuel tanks: general; Puncture resistance (Reference CRI E-02)
3. 等效安全条款:
- JAR 29.173, 175 纵向静稳定性(参见 CRI B-03)
 - JAR 29 附件 B §IV IFR 纵向静稳定性 – 空速稳定性 (参见 CRI B-04)
 - JAR 29.571 对更改过的金属重要结构件的结构疲劳评定 (参见 CRI C-04)
 - JAR 29.807(c)(1) 不在机身侧面的旅客应急出口 (参见 CRI D-02)
 - JAR 29.813(a), 29.815 应急出口通路 – 主通道宽度 (参见 CRI D-03)
 - JAR 29.807(d)(2) 水上迫降旅客应急通道 (参见 CRI D-07)
 - JAR 29.923(a)(2) 旋翼传动系统和操纵机构的试验 (参见 CRI E-03)
 - JAR 29.1303(j) VNE 音响警告 (参见 CRI F-01)
 - JAR 29.1545(b)(4) 空速表标记 (参见 CRI G-01)
 - JAR 29.1549(b) 动力装置仪表标记 (参见 CRI G-02)
3. Equivalent Safety Findings:
- JAR 29.173, 175 Static longitudinal Stability (Reference CRI B-03)
 - JAR 29 Apdx B §IV IFR Static longitudinal Stability – Airspeed stability (Reference CRI B-04)
 - JAR 29.571 Fatigue evaluation of structure for changed metallic PSE (Reference CRI C-04)
 - JAR 29.807(c)(1) Passenger emergency exits other than side-of-fuselage (Reference CRI D-02)
 - JAR 29.813(a), 29.815 Emergency exit access - Main aisle width (Reference CRI D-03)
 - JAR 29.807(d)(2) Ditching emergency exits for passengers (Reference CRI D-07)
 - JAR 29.923(a)(2) Rotor drive system and control mechanism tests (Reference CRI E-03)
 - JAR 29.1303(j) VNE aural warning (Reference CRI F-01)
 - JAR 29.1545(b)(4) Airspeed indicators markings (Reference CRI G-01)
 - JAR 29.1549(b) Powerplant instruments markings (Reference CRI G-02)
4. 专用条件:
- 飞行时间的最低要求(参见 CRI B-01)
 - SAR (搜索和救援) 系统 (参见 CRI B-02)
 - 外部装载, JAR 29.865 第 2 修正案 (参见 CRI D-06)
 - 高强度辐射环境下的防护 (参见 CRI F-02)
4. Special Conditions:
- Minimum in flight experience (Reference CRI B-01)
 - SAR (Search and Rescue) system (Reference CRI B-02)
 - External loads, JAR 29.865 amdt. 2 (Reference CRI D-06)
 - Protection from the effects of High Intensity Radiated Field (Reference CRI F-02)
5. 包括噪声的环保要求:
- 噪声
满足 ICAO Annex 16, Volume 1, Part II, Chapter 8 和 Appendix 4 的要求
测量的噪声级见飞行手册
- 发动机排放
满足 ICAO Annex 16 Volume 2, (燃油排泄)的要求.
5. Environmental Standards including noise:
- Noise
Compliant with ICAO Annex 16, Volume 1, Part II, Chapter 8 and Appendix 4
see Flight Manual for measured noise levels
- Engine Emission
Compliant with ICAO Annex 16 Volume 2, (Fuel Discharge).

III. 技术参数和操作限制

III. Technical Characteristics and Operational Limitations

1. 型号设计定义

- 1.1 标准构型: 见参考文件 332 A 89 2120
1.2 装备 MPAI (*) 的构型: 引入了设计更改 AMS OP23554 的标准构型

(*) MPAI 代表多功能进气道

- CAAC 批准的型号设计定义文件: Eurocopter Document No. 332 ABN 0228
1. **Type Design Definition:**
1.1 Standard: document ref. 332 A 89 2120
1.2 MPAI (*) equipped: when standard definition is completed with design change ref. AMS OP 23554

(*) MPAI means Multi-Purpose Air Intakes

CAAC approved Type Design Definition: Eurocopter Document No. 332 ABN 0228

2. 描述:
- 作为已获得 EASA 型号合格证的 AS332L2 型直升机的衍生发展型的双发直升机
- 标准构型安装隔栅型的发动机进气道, MPAI 构型是选装型, 安装多功能进气道
2. **Description:**
- large twin-engine helicopter designed as a derivative product of the former type certified model AS 332 L2
- standard configuration consists of grip-type engine air intakes installation, while MPAI configuration is optional and consists of Multi-Purpose Air Intakes installation
3. 设备:
3. **Equipment:** 按照 JAR29 的要求, 参见经批准的飞行手册
As required by JAR 29 and referenced within approved Flight Manual

4. 尺寸:
机身
长 16.49m
宽 3.96m (13ft 00in)
高 4.97m (16ft 30in)
主旋翼 5 片 直径 16.20m (53ft 14in)
尾桨 4 片 直径 3.15m (10ft 33in)
4. **Dimensions:**
Fuselage
Length 16.49m
Width 3.96m (13ft 00in)
Height 4.97m (16ft 30in)
Main Rotor 5 blades Diameter 16.20m (53ft 14in)
Tail Rotor 4 blades Diameter 3.15m (10ft 33in)

5. 发动机:
2 台 Turboméca Makila 2A
EASA 数据单 No: E.006
5.1 发动机安装限制: 参见经批准的飞行手册
5.2 传动系统扭矩限制: 参见经批准的飞行手册
5. **Engines:** 2 Turboméca Makila 2A
EASA DS No: E.006
5.1 Installed Engine Limits: Refer to approved Flight Manual
5.2 Transmission Torque Limits: Refer to approved Flight Manual
6. 液体 (燃油/滑油/液压/添加剂):
6.1 燃油 按飞行手册的批准

	6.2	滑油	按飞行手册对发动机和齿轮箱的批准	
	6.3	液压	按飞行手册的批准	
	6.4	添加剂	按飞行手册的批准	
6.	Fluids (Fuel/Oil/Hydraulic/Additives):			
	6.1	Fuel	as approved in the Flight Manual	
	6.2	Oil	as approved in the Flight Manual for engine and gearboxes	
	6.3	Hydraulic	as approved in the Flight Manual	
	6.4	Additives	as approved in the Flight Manual	
7.	液体容量:			
	7.1	燃油	标准构型包括内部油箱 (无 6 号油箱) 和 外部浮筒安装的油箱	
			标准构型	2.588 l (682 US gals)
			包括选装的内部 6 号油箱	+ 320 l (84 US gals)
				2.908 l (766 US gals)
			对于其它经批准的可选燃油箱构型和不可用燃油量见飞行手册	
	7.2	滑油	发动机	4,92 l
			主减速箱	27 l
			中间减速箱	0,62 l
			尾减速箱	1,5 l
	7.3	液压	右系统	5,0 l
			左系统	9,5 l
7.	Fluid Capacities:			
	7.1	Fuel	standard configuration consists of internal fuel tanks (without 6 TH tank) and external sponson mounted tanks	
			standard configuration	2.588 l (682 US gals)
			with optional internal 6 TH tank	+ 320 l (84 US gals)
				2.908 l (766 US gals)
			see Flight Manual for other approved optional fuel tanks configurations and for unusable fuel quantities	
	7.2	Oil	engines	4,92 l
			MGB	27 l
			IGB	0,62 l
			TGB	1,5 l
	7.3	Hydraulic	RH system	5,0 l
			LH system	9,5 l
8.	空速限制:			
		有动力 Vne	5.000ft 密度高度以下 175 Kt	
			5000ft 以上 175kt – 3kt / 1.000ft	
		无动力 Vne	限制到 150 Kt , 规律同有动力 Vne	
		其它批准的空速限制参见飞行手册		
8.	Airspeed Limits:			
		Vne Power on	175 Kt up to 5.000ft density altitude	
			and 175kt – 3kt / 1.000ft above 5.000ft	
		Vne Power off	Vne Power on limited to 150 Kt	
		see Flight Manual for other approved airspeed limits		

9. 旋翼转速限制:

有动力:

最大 275 rpm
最小 246 rpm
瞬时最小 220 rpm

无动力:

瞬时最大 310 rpm (20 sec)
最大 290 rpm
最小 246 rpm (IAS > 100Kt)
220 rpm (IAS < 100Kt)

9. Rotor Speed Limits:

Power on:

Maximum 275 rpm
Minimum 246 rpm
Min transient 220 rpm

Power off:

Max transient 310 rpm (20 sec)
Maximum 290 rpm
Minimum 246 rpm (IAS > 100Kt)
220 rpm (IAS < 100Kt)

10. 最大使用高度和温度:

10.1 高度

	EC 225 LP – 标准构型	EC 225 LP – MPAI 构型
起飞和着陆	– 2.000ft 压力高度 + 4.000ft 密度高度	– 2.000ft 压力高度 + 11.000ft 密度高度
巡航	– 2.000ft 压力高度 + 10.000ft 压力高度	– 2.000ft 压力高度 + 20.000ft 压力高度

10.2 温度

EC 225 LP -标准构型	EC 225 LP – MPAI 构型
-15°C to ISA +25°C 限制到 + 40°C	-30°C to ISA +40°C 限制到 +50°C

10. Maximum Operating Altitude and Temperature:

10.1 Altitude

	EC 225 LP - Standard	EC 225 LP – MPAI equipped
Take-off and landing	– 2.000ft pressure altitude + 4.000ft density altitude	– 2.000ft pressure altitude + 11.000ft density altitude
En route	– 2.000ft pressure altitude + 10.000ft pressure altitude	– 2.000ft pressure altitude + 20.000ft pressure altitude

10.2 Temperature

EC 225 LP - Standard	EC 225 LP – MPAI equipped
-15°C to ISA +25°C limited to + 40°C	-30°C to ISA +40°C limited to +50°C

11. 运行限制:
- 11.1 总则: 白天和夜晚目视飞行规则
白天和夜晚仪表飞行规则
无结冰条件
- 11.2 只有选装多功能进气道, 并且安装有其它在经批准的飞行手册附件中列出的相关设备的 EC 225 LP 才被允许在完全结冰条件下飞行
11. Operating Limitations:
- 11.1 General: VFR day and night
IFR day and night
Non-icing conditions
- 11.2 The flight in full icing conditions is permitted on EC 225 LP equipped with MPAI optional installation only, when other equipment items as listed in relevant approved Flight Manual Supplement are installed
12. 最大审定重量: 起飞和着陆 11.000kg (24.251 lb)
12. Maximum Certified Weights: Take-off and landing 11.000kg (24.251 lb)
13. 重心:
13. Centre of Gravity: 参考批准的飞行手册
Refer to approved Flight Manual
14. 基准点:
- 纵向 主旋翼中心线前 4.67m (183.85in)
- 横向 飞机对称面
14. Datum: 4.67m (183.85in) forward of main rotor centreline
Longitudinal aircraft symmetry plane
Lateral
15. 水平测量方法: 机身右侧为水平基座盘
机身左侧为垂线刻度盘
15. Levelling Means: Levelling plate on right side of the fuselage and graduated plate for plumb line on left side
16. 最少飞行成员: 两名 (2): 仪表飞行规则中的机长和副驾驶
一名 (1): 目视飞行规则中的飞行员
16. Minimum Flight Crew: Two (2): Pilot and Co-pilot in IFR
One (1): Pilot in VFR
17. 最大乘客座位数: 25
17. Maximum Passenger Seating Capacity: 25
18. 乘客应急出口:
18. Passenger Emergency Exits: 每侧一个超尺寸规定的 II 型出口+两个 IV 型出口
one (1) door whose dimensions exceed those of Type II exit + two (2) Type IV exits on each side
19. 最大行李/货物装载:
- 客舱地板满足结构强度要求
载货构型下均匀装载的强度为 800kg/m²
19. Maximum Baggage/Cargo Loads: the cabin floor is provided with the structural strength required for a load of 800kg/m² evenly distributed in cargo configuration
20. 旋翼叶片和操纵机构运动:
20. Rotor Blade and Control Movement: 调整信息参考维护手册
For rigging information, refer to Maintenance manual
21. 辅助动力装置:
21. Auxiliary Power Unit: 选装设备, 只能在地面使用
参考相关的飞行手册补充
Optional equipment, to be used on ground only
see relevant approved Flight Manual Supplement

22. 机轮和轮胎:

轮胎: 前轮: 466 x 173-10
主轮: 615 x 225-10
机轮: 前轮: Messier Bugatti C 20525 000
主轮: Messier Bugatti C 20147 200

22. Wheels and Tyres:

Tyres: nose: 466 x 173-10
main: 615 x 225-10
Wheels: nose: Messier Bugatti C 20525 000
main: Messier Bugatti C 20147 200

IV. 运行和维护指导:

IV. Operating and Service Instructions

1. 旋翼机飞行手册, 文件号:

- 1.1 标准构型: EC 225LP 飞行手册, EASA 2007 年 7 月 18 日批准的 Normal Revision RN7, 07-13 和飞行手册附件 4 Normal Revision RN1, 07-49, 或后续批准的版本
- 1.2 MPAI 构型: EC 225LP MPAI 飞行手册, EASA 2007 年 7 月 18 日批准的 Normal Revision RN13, 07-14, 或后续批准的版本

1. Rotorcraft Flight Manual, Document No:

- 1.1 Standard: EC 225LP Flight Manual, Normal Revision RN7, 07-13 approved by EASA on 18th July 2007 + Normal Revision RN1 of Sup.4, 07-49 approved by EASA, or subsequent approved issues
- 1.2 MPAI equipped: EC 225LP MPAI equipped Flight Manual, normal revision RN13, 07-14 approved by EASA on 18th July 2007, or subsequent approved issues

2. 维护手册, 文件号:

适航限制见 EASA2004 年 7 月 27 日批准的维护和勤务指导, 05.99 章, edition 2004.05.31, Rev. 000 以及后续批准的版本

EC 225LP 维护大纲:
- 维护和勤务指导 (PRE),
- 飞机维护手册(AMM)

2. Maintenance Manual, Document No:

Airworthiness Limitations as EC 225 LP Maintenance Servicing Recommendations, Chapter 05.99, edition 2004.05.31, Rev. 000 approved by EASA on 27 July 2004 or subsequent approved issues

EC 225LP Maintenance Programme as:
- Maintenance Servicing Recommendations (PRE),
- Aircraft Maintenance Manual (AMM)

3. 服务信函和服务通告:

3. Service Letters and Service Bulletins:

Eurocopter 发布并且 EASA 批准
As published by Eurocopter and approved by EASA

4. 要求的设备:

- 满足 JAR 29 的要求并且满足最初的型号设计定义(标准或 MPAI 构型).
- 参见批准的飞行手册和 MMEL.

4. Required Equipment:

- As per compliance with JAR 29 requirements and in accordance with the original Type Design Definition (standard or MPAI equipped).
- Refer to approved Flight Manual and MMEL.

5. 主最低设备清单:

5. Master Minimum Equipment List:

批准的 EC 225 LP MMEL
EC 225 LP approved MMEL

V. 注

V. Notes

1. 有效的序列号: EC 225LP 2600 及后续序列号
1. Eligible serial numbers: 2600 and subsequent of EC 225LP version.
2. 对于可选设备的认可是独立于基本型直升机的单独批准, 对应于每一个可选设备都有必要的、经批准的飞行手册补充与之相对应。(可选设备 MPAI 是例外, 配备了专门的飞行手册, 参见§ IV.1)
2. The certified "optional" installations are each approved independently of the basic helicopter and an approved Flight Manual Supplement is associated to each optional installation if necessary (with the exception of MPAI optional installation for which there are dedicated Flight Manual and Supplements, § IV.1 refers).
3. 客舱内部和座椅构型必须经批准
3. Cabin Interior and Seating Configurations must be approved.
4. 商用名: 超美洲豹 Mk II+ 或 LP 代表 EC 225 LP
4. Commercial designation: SUPER PUMA Mk II+ or LP corresponds to EC 225 LP version.

END