

型号认可证数据单
THE VALIDATION DATA SHEET

编号/No: VTC 0227A

版次/Revision: 1

型号/Type:

AMT-300

批准人/Approved By:

日期/Date: 2010.04.15

本数据单是型号认可证（编号：VTC 0227A）的组成部分，它规定了符合中国民用航空总局的适航要求所颁发此型号认可证的产品状态和限制。

This data sheet, which is part of **Validation of Type Certificate (No: VTC 0227A)**, prescribes condition and limitation under which the product for which the type certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulation.

型号认可证持有人/Validation of Type Certificate Holder:

Aeromot-Industria Mecanico Metalurgica Ltda
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有效页清单/List of effective pages :

页数/ Pages	1	2	3	4	5	6	7
版次/Revision	1	1	0	0	0	1	1

中国民用航空局
CIVIL AVIATION ADMINISTRATION OF CHINA

0. 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
历史 History	0227A, Revision 0, 2009 年 07 月 27 日	见注 8/See Note 8
当前 Current	0227A, Revision 1, 2010 年 01 月 22 日	ANAC.EP-8602-15i (Sheet 01, 18, DEC 2009)

型号 AMT-300 (Turbo Ximango Shark) (实用类), 1999 年 5 月 31 日批准
Model AMT-300 (Turbo Ximango Shark) (Utility Category), approved MAY 31, 1999.

1.1 发动机 Bombardier-Rotax GMBH & Co. KG. model Rotax 914 F3

型号: 4缸水平对置, 4冲程, 液冷, 双点火, 汽缸容积 $1\,211\text{ cm}^3$ (73.9 in³), 压缩比9:1.

ENGINE Bombardier-Rotax GMBH & Co. KG. model Rotax 914 F3

Type: 4 cylinder horizontally opposed, 4 stroke, liquid cooled, dual ignition, $1\,211\text{ cm}^3$ (73.9 in³) displacement and compression rate 9:1.

1.2 燃油 航空煤油100LL, RH-100/130 (GB1787-88)。

FUEL Aviation gasoline 100LL, RH-100 (GB1787-88).

1.3 发动机限制

最大转速 (RPM) (5 分钟): 5800

最大连续转速 (rpm) : 5500

最大起飞功率: 在5800 转/分时84.5 kW (113.3 hp)

最大连续功率: 在5500 转/分时73.5 kW (98.5 hp)

ENGINE LIMITS

Max. rpm (5 min.): 5 800

Max. continuous rpm: 5 500

Max. takeoff power: 84.5 kW (113.3 hp) at 5 800 rpm

Max continuous power: 73.5 kW (98.5 hp) at 5 500 rpm

1.4 螺旋桨和螺旋桨限制 MT-Propeller Entwicklung GMBH & Co. KG

型号: MTV-21-A-C-F/CF 165-05. 直径: 1 650 mm (65 in)

型号: 可变桨距, Woodward 控制器

PROPELLER AND PROPELLER LIMITS MT-Propeller Entwicklung GMBH & Co. KG

Model MTV-21-A-C-F/CF 165-05. Diameter: 1 650 mm (65 in)

Type: variable pitch, governor Woodward. ..

1.5 滑油:

按API分级SG或更高等级的汽车滑油。

按照AFM 和/或 ROTAX 服务指令SI-912-016 / SI-914-019(或其后版本)选择适用的滑油.

容量: 最大 3 升 (0.79 美加仑或 3.17 夸脱)

OIL Motor oil, API classification SG or higher.

For selection of suitable oil considers the AFM and/or ROTAX Service Instruction SI-912-016 / SI-914-019(later revision).

Quantity: Maximum : 3 liters (0.79 U.S. gal or 3.17 qt)

1.6 发动机冷却液 按50%容量水的常规冷却液, 见ROTAX 服务通告 SB-912-043 Rev. 2/ SB-914-029 REV. 2.中建议的冷却液。

ENGINE COOLANT Conventional coolant with 50% water content. See recommended coolant in ROTAX Service bulletin SB-912-043 Rev. 2/ SB-914-029 REV. 2

1.7 最大重量 850 千克.(1874 磅)

MAXIMUM WEIGHT 850 kg. (1874 lb)

1.8 重心范围 850 千克 (1874 磅)从 +1290 毫米 (50.8 英寸) 到 +1326 毫米 (52.2 英寸in) . 680 千克 (1499 磅) 或更小, 从+1290 毫米(50.8 英寸)到+1372毫米(54.0 英寸). 在给定的两点之间, 线性变化。

CG RANGE From +1 290 mm (50.8 in) to +1 326 mm (52.2 in) with 850 kg (1874 lb). From +1 290 mm (50.8 in) to +1 372 mm (54.0 in) with 680 kg (1499 lb) or less. Linear variation between given points.

1.9 最大运行高度 7 315 米 (24000 英尺). 见注 9. 高度

MAXIMUM OPERATION ALTITUDE 7315 m (24000 ft). See Note 9.

1.10 制造系列号 300.106 及其以上. 见注 10.

MANUFACTURER SERIAL NUMBER 300.106 and up. See Note 10.

1.11 空速限制 (指示空速)

不可超越速度 (VNE): 245 千米/小时 (132 节)

最大阵风设计速度(VB): 180 千米/小时 (97 节kt) ,

机动速度 (VA): 180 千米/小时 (97 节)

起落架伸态速度 (VLE): 150 千米/小时 (81 节)

起落架收放速度 (VLO): 150千米/小时(81 节)

减速板伸态速度: 245千米/小时(132 节)

AIRSPPEED LIMITS (IAS)

Never exceed speed (VNE): 245 km/h (132 kt)

Design speed for max. gust (VB): 180 km/h (97 kt))

Maneuvering speed (VA): 180 km/h (97 kt)

Landing gear extended (VLE): 150 km/h (81 kt)

Landing gear operating (VLO): 150 km/h (81 kt)

Speed brakes extended: 245 km/h (132 kt)

1.12 参考面 发动机防火墙前表面。

DATUM Front surface of engine firewall.

1.13 平均气动弦 1070 毫米 (42.1 英寸)。机翼前沿到基准面距离: +955 毫米 (37.6 英寸)。

MEAN AERODYNAMIC CHORD 1 070 mm (42.1 in). Distance from wing leading edge to datum: +955 mm (37.6 in).

1.14 水平措施 500 x 24.5毫米 (19.7 x 0.96 英寸) 的楔形块, 安装在座舱盖尾部 (见 飞行手册)。

LEVELING MEANS Wedge of 500 x 24.5 mm (19.7 x 0.96 in) placed on canopy trail (see AFM).

1.15 座位数 二座并排, 位于距基准面 +1050 毫米 (41.3 英寸)

NUMBER OF SEATS Two side by side at +1050 mm (41.3 in) from datum

1.16 最大行李重量 5 千克 (11.0 磅) (一人飞行)或 10 公斤 (22.0 磅) (二个人), 位于距基准面+1820 毫米 (71.7 英寸)

MAXIMUM BAGGAGE 5 kg (11.0 lb) (solo flight) or 10 kg (22.0 lb) (two occupants) at +1 820 mm (71.7 in) of datum.

1.17 燃油容量 2 个油箱共 45 升 (11.9 加仑), 位于距参考面 +1240毫米 (48.8 英寸)。

FUEL CAPACITY 2 tanks of 45 liters (11.9 gal) located at +1240mm (48.8 in) of the reference plane.

1.18 操纵面/CONTROL SURFACE

1.18.1 升降舵/Elevator:

- 向上最大 21±2 度 69±6 毫米 (2.7±0.2 英寸)

- 向下最大 23±2 度 76±6 毫米 (3.0±0.2 英寸)

- 在中立位置时, 升降舵与水平安定面外形保持一致, 以升降舵铰链线为起点测量舵面偏转, 以毫米为单位。

- Max. up 21±2 69±6 mm (2.7±0.2) in

- Max. down 23±2 76±6 mm (3.0±0.2) in

- Neutral position: control surface aligned with the stabilizer profile. Deflection measurement in mm at 180mm from elevator hinge line.

1.18.2 副翼/Aileron:

- 向上最大 15±1 度 74±4 毫米 (2.9±0.15 英寸)

- 向下最大 15±1 度 74±4 毫米 (2.9±0.15 英寸)

- 中立位置 0±(1/3)度 00±2 mm (0 ±0.08英寸)

在副翼第1肋, 从副翼铰链线到机翼后缘275毫米处测量副翼偏转, 单位毫米。中立位置的测量在副翼—机翼一体位置进行

- Max. up 15±1 74±4 mm (2.9±0.15) in

- Max. down 15±1 74±4 mm (2.9±0.15) in

- Neutral position 0±(1/3)° 00±2 mm (0 ±0.08) in

Deflection measurement in mm at 275mm from the aileron hinge line to the wing trailing edge at the first aileron rib. The measurement of the neutral position is made

downwards from the aligned position aileron-wing

1.18.3 方向舵/Rudder:

- 向右最大 $28\pm 2^\circ$ 186 $\pm$ 12 毫米 (7.3 $\pm$ 0.5英寸)
 - 向左最大 $28\pm 2^\circ$ 186 $\pm$ 12 毫米 (7.3 $\pm$ 0.5英寸)
 - 在中立位置: 操纵面与垂直安定面外形保持一致。从方向舵铰链线的350毫米 (13.8英寸) 测量舵偏。
 - Max. right 28 ± 2 186 $\pm$ 12 mm (7.3 $\pm$ 0.5) in
 - Max. left 28 ± 2 186 $\pm$ 12 mm (7.3 $\pm$ 0.5) in
 - in Neutral position: control surface aligned with the vertical stabilizer.
- Deflection measurement in mm at 350mm (13.8 in) from rudder hinge line

2. 审定基础/CERTIFICATION BASIS

2.1 认可审定基础 / Validation Basis

中国民用航空总局接受巴西民用航空局的合格审定基础作为认可审定基础,附加中国民用航空局问题纪要 G1 和 G2。

CAAC accepts the Certification Basis of DGAC as the Validation Basis, Plus CAAC Issue Paper G-1 and G-2.

2.2 巴西民用航空局的合格审定基础 / Certification Basis of ANAC

RBHA 22, 对应于JAR 22 (实用类, VFR) 修订5 (1995年12月28日生效)。再加上1984年10月15日DGAC 信函no 54085确定的专用技术条件。

RBHA 22, corresponding to JAR 22 (utility category, VFR) Change 5 effective 28 October 1995. Plus special condition established in letter DGAC no 54085 SFACT/TC, dated 15 October 1984.

3. 生产许可证/PRODUCTION BASIS

CHE N° E-7411-01

4. 要求的设备/REQUIRED EQUIPMENT

应当安装下列设备/The following equipment shall be installed:

4.1 基本设备和仪表/Basic equipment and instruments:

- 空速指示器/Airspeed indicator
- 高度表/Altimeter
- 磁罗盘/Magnetic compass
- 气压表/Variometer
- 侧滑指示器/Slip-skid indicator
- 转速表/Tachometer
- 燃油流量指示器/Fuel quantity indicator
- 滑油温度指示器/Oil temperature indicator
- 滑油压力指示器 Oil pressure indicator
- 计时器/Hourmeter
- 汽缸头温度表/Cylinder head temperature

- 多功能压力表/Manifold pressure manometer
- 姿态陀螺仪(可选装)/Attitude Gyro indicator (Optional)
- 导航/通信设备(可选装)/Navigation/Communication equipment (Optional)
- 应急定位发射机-ELT(可选装)/Emergency locator transmitter - ELT (Optional)
- 起落架位置指示器(可选装)/Landing Gear position indicator (Optional)
- 肩带(可选装)/Shoulder harness (Optional)
- 灭火器(可选装)/Fire extinguisher (Optional)
- 航行灯(可选装)/Navigation lights (Optional)
- 防撞灯(可选装)/Anti-collision light (Optional)
- 着陆灯(可选装)/Landing light (Optional)
- 备用熔断器套件(可选装)/Set of spare fuses (Optional)
- 手电筒(可选装)/Portable spot light (Optional)。

4.2 ANAC 批准的动力滑翔机飞行手册/Airplane Flight Manual approved by ANAC.

5. 进口要求/Import Requirements

5.1 运行要求/Operational Requirements

对于在中国运行的每架动力滑翔机，必须满足中国民用航空局的运行要求。在型号设计厂家的支持下，符合运行要求是承运人的责任，但不作为颁发出口适航证的要求。

For each powered glider to be operated in China, the operational requirements of CAAC must be met. Compliance with operational requirements is the responsibility of the operator, with support from the type design holder, and not a requirement for issue of the Export Certificate of Airworthiness.

5.2 出口适航证/Export Certificate of Airworthiness

对声明符合中国民用航空局批准的型号设计并处于安全运行状态，从巴西出口中国的动力滑翔机，需有巴西民航局颁发的出口适航证。

All powered glider exported from Brazil to China require an ANAC Export certificate of Airworthiness, stating that the powered glider complies with CAAC approved type design and is in condition for safe operation.

5.3 《飞行手册》/Flight manual

每架从巴西进口中国的动力滑翔机需配有最新版次的中国民用航空局批准的《飞行手册》，巴西民航局代表中国民用航空局对进口中国的单机飞行手册进行批准。

Each powered glider imported into china from Brazil requires a CAAC Flight Manual at latest applicable revision level. ANAC will approve the Flight Manual in accordance to the CAAC approved type design on behalf of CAAC.

注: /NOTES:

注 1: 重量和平衡。 在每一动力滑翔机交付之前，应当准备好更新后的重量平衡报告，该报告应当包括列在审定的空机重量的设备，也包括必要的装载说明。

NOTE 1 Weight and Balance. For each powered glider prior to delivery, an updated weight and balance report shall be prepared, which shall include the equipment list which is part of the certified empty weight, including also the necessary instructions for load.

注 2 标记和标牌。 列在飞行手册 (AFM) 第 2 节 2.14 段的标牌 – 标牌, 必须展示在动力滑翔机的适当位置。

NOTE 2 Markings and placards. The placards listed in AFM section 2, paragraph 2.14 – Placards, must be displayed in appropriate places of the powered glider.

注 3 持续适航。 应当按照维护手册的说明进行检查、维护、修理和喷涂。任何大修只能由制造商进行。

NOTE 3 Continued Airworthiness. The inspections, maintenance, repair and painting shall be made according to the Maintenance Manual instructions. Any large repair can only be performed by the manufacturer.

注 4 除注册标记和防腐涂层表面以外, 滑翔机的其它暴露于阳光下的所有外部表面均应当喷成白色。

NOTE 4 All external surfaces of the powered glider exposed to the sunlight shall be painted white with exception of the surfaces of the registration marks and anti-collision paint.

注 5 AMT-300 动力滑翔机只允许昼间目视飞行, 见滑翔机飞行手册 (AFM)。

NOTE 5 The AMT-300 Powered glider approved for flight during the day, VFR only (see AFM).

注 6 保留。

NOTE 6 Reserved.

NOTE 7 保留。

NOTE 7 Reserved.

注 8 最初的型号合格证于 1986 年 6 月 5 日颁发给 AEROMOT – AERONAVES E MOTORES S.A.。应型号合格证持有人的请求, 1987 年 9 月 17 日, 将型号合格证重新颁发给 AEROMOT – INDÚSTRIA MECÂNICO-METALÚRGICA LTDA。

NOTE 8 The original Type Certificate was issued for AEROMOT – AERONAVES E MOTORES S.A., on 5 June 1986, and reissued for AEROMOT – INDÚSTRIA MECÂNICO-METALÚRGICA LTDA., on 17 September 1987 as requested by the TC holder.

注 9 未装氧气设备

NOTE 9 Oxygen equipment not installed

注 10 系列号的后 3 位数字表示产品的生产序列号。前 3 位数字: 300, 表示型号为 AMT-300。

NOTE 10 The last three digits of the serial number refer to the production sequence. The first three digits mean: 300, models AMT-300.

注 11 AMT-300 主图纸清单 No. 96000-20808 (及以后版本)。

NOTE 11 AMT-300 Master Drawing List No. 96000-20808 (later revision).

---- 结束/END ----