

中国民用航空局

型号认可数据单

版次/Revision: 0

批准人/Approved By:

信及時報

This data sheet, which is part of Type Certificate No: VTC0268A)prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulations.

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

Embraer S.A.
Av. Brigadeiro Faria Lima, 2170
12227-901 – S.J dos Campos –SP
Brazil

有效页清单

[illegible]

第 1 部分 概述

SECTION 1 GENERAL

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

	中国民用航空局认可数据单号、版次及其颁发日期 CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次及其颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前 Current	VTC0268A, 版次 0, 2012 年 8 月 10 日	EA-2008T09-04, 2012 年 7 月 11 日 EA-2008T09-04, July 11, 2012
历史 History		EA-2008T09-03, 2011 年 6 月 28 日 EA-2008T09-03, June 28, 2011 EA-2008T09-02, 2011 年 2 月 16 日 EA-2008T09-02, February 16, 2011 EA-2008T09-01, 2011 年 5 月 21 日 EA-2008T09-01, May 21, 2010 EA-2008T09, 2008 年 12 月 9 日 EA-2008T09, December 9, 2008

2. 类别：正常类飞机

Category: Normal Category Airplanes

3. 认可当局：中国民用航空局

Validation Authority: CAAC

审定当局：巴西民用航空局

Certifying Authority: AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL – BRASIL (ANAC)

4. 型号合格证持有人：

Type Certificate Holder: Embraer S.A.
Av. Brigadeiro Faria Lima, 2.170,
12227-901 – S.J dos Campos –SP, Brazil

6. ETOPS：不适用

N/A

7. CAAC 专用要求

CAAC Special Requirements:

交付到中国的每一架 EMB-500 型航空器必须满足下述特殊要求：

Each of type EMB-500 aircraft delivered to China shall meet the following special

requirements:

- (1) 必须满足中国民用航空局的运行要求（例如：关于适航指令和中文标记标牌的要求）。
The operational requirements of CAAC must be met (e.g. the requirements for Airworthiness Directive and the Chinese language on markings and placards).
- (2) 燃油符合“中国国标 3 号燃油--GB6537-2006”的规范。
Fuel conforming to Specification “PRC National Standard Jet Fuel No. 3--GB6537-2006”.

第 2 部分

SECTION 2

I – 2008年12月9日批准的EMB-500型(正常类)飞机

Model EMB-500 (Normal Category), approved 09 December 2008.

发动机 ENGINE

两台加拿大普惠公司的PW617F-E 型涡扇发动机(CAAC型号认可
合格证数据单: VTC0263E)
Two Pratt & Whitney Canada PW617F-E turbofans (CAAC- VTC
0263E)

燃油 FUEL

巴西规范: ANP N°1/2006, QAV-1
Brazilian Specification ANP N°1/2006, QAV-1
规范: ASTM-D1655, type Jet A, Jet A-1
Specification ASTM-D1655, type Jet A, Jet A-1
规范: Specification MIL-DTL-83133, type JP-8
中国规范: JET fuel No.3 (GB 6537-2006)
P.R.C Specification JET fuel No.3 (GB 6537-2006)

发动机极限 ENGINE LIMITS

海平面标准日静推力极限: (见注7/see Note 7)
Limits Static thrust standard day, sea level: (see Note 7)

	标准型 Standard Version	增强型 Enhanced Version
起飞 (5分钟) Takeoff (5 min)	753,9 daN (1 695 lb)	753,9 daN (1 695 lb)
自动推力调整 (10分 钟) ATR (10 min)	765,1 daN (1 720 lb)	809,6 daN (1 820 lb)

最大允许发动机转速 (起飞和最大连续):
Max. permissible engine rotor operating speeds (Takeoff and
Maximum Continuous):

N1 (风扇) N1 (fan)	100% (100% = 19 845 rpm)
N1 瞬时 (运行 20 秒钟) N1 Transient (operation 20 sec)	101% (101% = 20 043 rpm)
N2 (燃气发生器) N2 (Gas Gen.)	100.4%(100.4% = 40 200 rpm)
N2 瞬时 (运行 20 秒钟) N2 Transient (operation 20 sec)	102% (102% = 40 840 rpm)

最大允许涡轮间燃气温度:

Max. permissible interturbine gas temperatures:

起飞 (5分钟)	830 °C
Takeoff (5 min)	
自动推力调整 (10分钟)	845 °C
ATR(10 min)	
最大连续	830 °C
Max. continuous	
瞬时 (起动5秒钟)	892°C(950 °C 见注8)
Transient (starting 5 sec)	892°C (950 °C see NOTE 8)
瞬时 (运行20秒钟)	862 °C
Transient (operation 20 sec)	

空速极限 (海平面
指示空速)

AIRSPEED
LIMITS (IAS)

公里/小时
(节)
Mach

海平面到 28 000 英尺最大运行(V_{MO}):	509.3 (275)	0.70
Maximum operating (V_{MO}):		
Sea level to 28 000 ft.		
28 000 英尺以上最大运行(M_{mo}):	-	0.70
Maximum operating (M_{mo})		
above 28000 ft.		
海平面机动(V_A):	345.0 (186)	
Maneuvering (V_A) - sea level:		-
襟翼已伸出的(V_{FE})		
Flaps extended (V_{FE})		
10° (起飞):	370.4 (200)	-
10° (takeoff):		
26° (起飞和着陆):	296.3 (160)	-
26° (takeoff and landing):		
36° (着陆):	268.5 (145)	
36° (landing):		
最小操纵速度 - 空中(V_{MC}):	180 (97)	-
Minimum control speed - Air (V_{MC}):		
起飞		
Takeoff		

注: 参照飞机包线最大 V_{MC} 给出上述值(可根据温度和高度更改这些值)

Note: The values presented above refer to the maximum V_{MC} for the aircraft envelope (the values can change according to the temperature and altitude)

最大轮胎地速:	257.4 (139)	
Maximum tire ground speed:		
起落架工作 - 伸出(V _{LO}):	333.4 (180)	-
L. G. operation - extend (V _{LO}):		
起落架工作 - 收起(V _{LO}):	333.4 (180)	-
L. G. operation - retract (V _{LO}):		
已伸出起落架(V _{LE}):	509.3 (275)	-
L. G. extended (V _{LE}):		

重心范围 CG RANGE

前极限:

起飞和着陆条件:从3 000公斤 (6 614磅)基准 (35%平均气动弦) 后5.90米(232.24英寸)到3 220 公斤 (7 099 磅)基准 (21.5%平均气动弦) 后5.68米(223.53英寸)线性变化。3 220 公斤 (7 099 磅)基准 (21.5 %平均气动弦) 后5.68米 (223.53英寸)到4 030 公斤 (8 885 磅)为恒定值。从4 030 公斤 (8 885 磅)基准 (21.5 %平均气动弦) 后5.68米(223.53英寸)到4 750公斤 (10 472磅)基准 (23.5%平均气动弦) 后5.71米(224.82英寸)线性变化。4 750 公斤 (10 472磅)基准 (23.5 %平均气动弦) 后5.71米 (224.82英寸)到4 770公斤 (10 516 磅)为恒定值。

Forward Limits:

Takeoff and Landing Conditions: Linear variation from 5.90 m (232.24 in) aft of datum (35% MAC) at 3 000 kg (6 614 lb) to 5.68 m (223.53 in) aft of datum (21.5 % MAC) at 3 220 kg (7 099 lb); Constant value of 5.68m (223.53 in) aft of datum (21.5 % MAC) at 3 220 kg (7 099 lb) to 4 030 kg (8 885 lb); Linear variation from 5.68 m (223.53 in) aft of datum (21.5% MAC) at 4 030 kg (8 885 lb) to 5.71 m (224.82 in) aft of datum (23.5% MAC) at 4 750 kg (10 472 lb); Constant value of 5.71 m (224.82 in) aft of datum (23.5% MAC) at 4 750 kg (10 472 lb) to 4 770 kg (10 516 lb).

后极限

着陆条件: 从3 000公斤 (6 614 磅)基准 (35%平均气动弦) 后5.90米(232.24英寸)到3 420 公斤(7 540磅)基准 (38.5%平均气动弦) 后5.96米(223.53英寸)线性变化。3 420 kg (7 540 lb)基准 (38.5 %平均气动弦) 后5.96米 (234.5英寸)到4 030 公斤 (8 885磅)为恒定值。从4 030 公斤 (8 885 磅)基准 (38.5%平均气动弦) 后5.96米(234.5英寸)到4 750公斤 (10 472 磅)基准 (36.9%平均气动弦) 后5.93米(233.47英寸)线性变化。4 750 公斤 (10 472磅)基准 (36.9 %平均气动弦) 后5.93米 (233.47英寸)到4 770 公斤 (10 516 磅)为恒定值。

Aft Limits:

Landing Conditions: Linear variation from 5.90 m (232.24 in) aft of datum (35.0% MAC) at 3 000 kg (6 614 lb) to 5.96 m (234.50 in) aft of datum (38.5 % MAC) at 3 420 kg (7 540 lb); Constant value of 5.96 m (234.5 in) aft of datum (38.5 % MAC) at 3 420 kg (7 540 lb)

to 4 030 kg (8 885 lb); Linear variation from 5.96 m (234.50 in) aft of datum (38.5% MAC) at 4 030 kg (8 885 lb) to 5.93 m (233.47 in) aft of datum (36.9 % MAC) at 4 750 kg (10 472 lb); Constant value of 5.93 m (233.47 in) aft of datum (36.9 % MAC) at 4 750 kg (10 472 lb) to 4 770 kg (10 516 lb).

起落架收起运动(-17.63) 米-公斤 (-1 530.22) 英寸-磅
Landing Gear retracting moment (-17.63) m-kg (-1 530.22) in-lb.

**基准
DATUM**

夹具点前2.51 米 (98.82 英寸) (机头千斤顶垫位置)
2.51 m (98.82 in) forward of the jig point (nose jack pad location).

**水平测量措施
LEVELING
MEANS**

位于9框和10框之间的主门上 (进一步信息见飞机维护手册)
Located in the main door between frames 9 and 10 (see AMM for further information)

**平均气动弦
MEAN
AERODYNAMIC
CHORD**

1.64 米 (64.57 英寸) (基准后+ 5.32 米 (209.65 英寸)平均气动弦的 L.E.
1.64 m (64.57 in.) (L.E. of MAC at + 5.32 m (209.65 in.) aft of datum)

**最大重量
MAXIMUM
WEIGHT**

起飞:	4 750.0 公斤(10 472 磅)
Takeoff:	4 750.0 kg (10 472 lb)
着陆:	4 430.0 公斤(9 766 磅)
Landing:	4 430.0 kg (9 766 lb)
零燃油:	3 830.0 公斤(8 444 磅)
Zero Fuel:	3 830.0 kg (8 444 lb)
	3 980.0 公斤(8 775 磅)(见注 9)
	3 980.0 kg (8 775 lb)(see NOTE 9)
停机坪:	4 770.0 公斤(10 516 磅)
Ramp:	4 770.0 kg (10 516 lb)

**最小机组
MINIMUM CREW**

所有飞行机组 (驾驶舱限制见注5): 一个驾驶员 (左驾驶员座椅) 加上ANAC批准的飞机飞行手册中规定的附加设备, 或一个正驾驶员和一个副驾驶员。

Crew for all Flights (See note 5 for cockpit equipment/arrangement restrictions): One pilot (in the left pilot seat) plus additional equipment as specified in the Limitations Section of the ANAC Approved Airplane Manual or one pilot and one copilot

**最大乘员
MAXIMUM
OCCUPANTS**

最多7人 (两个机组加5个旅客座椅, 或一个机组加6个旅客座椅), 座椅构型及其力臂参照飞机飞行手册 (AFM-2655) 第6部分 “重量与平衡”。

Maximum eight (two crew plus six passenger seats or one crew

plus seven passenger seats) Refer to the Airplane Flight Manual (AFM-2655) section 6 "Weight & Balance" for seat configurations and moment arms.

**最大行李
MAXIMUM
BAGGAGE**

前行李舱 Forward baggage compartment	30 公斤 (66 磅) (基准后+1.16 米 (45.47 英寸)) 30 kg (66 lb) (+1.16 m (45.47 in) aft of datum)
后行李舱 AFT baggage compartment	160 公斤 (353 磅) (基准后 +7.98 米(314.27 英寸)) 160 kg (353 lb) (+7.98 m (314.27 in) aft of datum)
衣柜 Wardrobe	30 公斤(66 磅) (基准后+3.64 米 (143.46 英寸)) 30 kg (66 lb) (+3.64 m (143.46 in) aft of datum)
厕所衣柜 Lavatory Cabinet	15 kg (33 lb) (+6.34 m (249.76 in) aft of datum)

**燃油量
FUEL CAPACITY**

总可用燃油为 1 272 公斤 (2 806 磅)，两个机翼的每个油箱带有 636.4 公斤 (1 403 磅) 可用燃油；(不可用燃油见注 1) 基准后+5.87 米 (230.91 英寸)，考虑的密度为 0.803 公斤/升(6.70 磅/美国加仑)
Total usable fuel 1 272 kg (2 806 lb.) Two wing tanks with 636.4 kg (1 403 lb) usable each; (see NOTE 1 for unusable fuel) + 5.87 m (230.91 in) aft of datum, considering density of 0.803 kg/l (6.70 lb/US gal)

**滑油量
OIL CAPACITY**

固定于每台发动机上的油箱: 每台发动机总共4夸脱(3.79升); 基准后+7.68 米 (302.52英寸); (见注1)
Tank mounted on each engine: 4 quarts (3.79 liters) total each engine; + 7.68 m (302.52 in.) aft of datum; (see NOTE 1)

**液压油量
HYDRAULIC
FLUID CAPACITY**

基准后+ 0.87 米 (34.17 英寸) 1.4 公斤 (3.09 磅.)
1.4 kg (3.09 lb.) at + 0.87 m (34.17 in.) aft of datum, considering density of 0.846 kg/l (7.06 lb/gal)

**最大运行高度
MAXIMUM
OPERATING
ALTITUDE**

12 497 米(41 000 英尺)
12 497 m (41 000 ft)

**温度运行极限
TEMPERATURE**

最大: 52 °C
Maximum:

**OPERATING
LIMITS**

最低: -54 °C
Minimum:

**操纵面运动
CONTROL
SURFACE
MOVEMENTS**

升降舵:	向上	27° +1°, -1°
Elevator:	Up	
	向下	19° +1°, -1°
	Down	
升降舵调整片:	向上	6° +1°, -1°
Elevator trim tab*:	Up	
	向下	13° +1°, -1°
	Down	
方向舵:	向右	27° +1°, -1°
Rudder:	Right	
	向左	27° +1°, -1°
	Left	
方向舵调整片:	向右	16.5° +1°, -1°
Rudder trim tab*:	Right	
	向左	16.5° +1°, -1°
	Left	
副翼	向上	25° +1°, -1°
Aileron:	Up	
	向下	15° +1°, -1°
	Down	
副翼调整片	向上	20° +1°, -1°
Aileron trim tab*:	Up	
	向下	20° +1°, -1°
	Down	
机翼襟翼	起飞	10° +1°, -1°
Wing flaps:	TO	
	起飞/着陆	26° +1°, -1°
	TO /Land	
	着陆	36° +1.5°, -1.5°
	Land	
地面扰流板(见注 10)	向上	36.5° +1°, -1°
Ground Spoiler(see NOTE 10):	Up	

注: 仅对自然位置有效, 校准说明见飞机维护手册 (AMM)。

Note: valid only for neutral position See Airplane Maintenance Manual (AMM) for rigging instructions

系列号
SERIAL NUMBER

自 50000005 起
50000005 and up

合格审定基础
CERTIFICATION
BASIS

- 1) RBHA 23, 相当于1965年2月1日生效的14 CFR Part 23, 且由23-1到2002年3月1日有效的23-55修正案进行修正。
RBHA 23, corresponding to 14 CFR Part 23, effective February 1, 1965, as amended by 23-1 through 23-55 effective on March 1, 2002.

2) 噪声要求

RBHA 36 部, 相当于 2005 年 7 月有效并按申请日期修正的国际民航组织附件 16 第 I 卷第 4 章 (第 4 版)。

Noise requirements:

RBHA 36, corresponding to ICAO Annex 16 Volume I, Chapter 4 (Fourth Edition) effective July 2005, as amended on the application date.

3) 排污要求

RBHA 34 部, 相当于 1990 年 9 月 10 日有效并按申请日期修正的美国 14CFR 第 34 部。

Emission requirements:

RBHA 34, corresponding to US 14 CFR Part 34 effective 10 September 1990, as amended on the application date

4) 专用条件

Special Conditions as follows:

- (a) 2008 年 8 月 15 日编号为 “Resolução N° 39” 的关于 G 分部 (运行限制和信息) 的专用条件 - EMB-500 问题纪要 FCAR EV-04。

“Resolução N° 39”, Aug.15, 2008, Special Condition for Subpart G (Operating Limitations and Information) – EMB-500 FCAR EV-04.

- (b) 2008 年 8 月 26 日编号为 “Resolução N° 66” 的关于 B 分部 (飞行) 的专用条件 - EMB-500 问题纪要 FCAR EV-01。

“Resolução N° 66”, Aug. 26, 2008, Special Condition for Subpart B (flight) – EMB-500 FCAR EV-01.”

- (c) 2008 年 8 月 18 日编号为 “Resolução N° 43” 的关于高强度辐射场 (HIRF) 防护的专用条件 - EMB-500 问题纪要 FCAR SE-02。

“Resolução N° 43”, Aug. 18, 2008 High Intensity Radiated Fields (HIRF) Protection – EMB-500 FCAR SE-02.

- (d) 2008 年 8 月 18 日编号为 “Resolução N° 44” 的关于热气候运行的专用条件 - EMB-500 问题纪要 FCAR PR-09。

“Resolução N° 44”, Aug. 18, 2008 Hot Weather Operation – EMB-500 FCAR PR-09.

- (e) 2008 年 8 月 18 日编号为 “Resolução N° 45” 的关于机身安装发动机的灭火专用条件 - EMB-500 问题纪要 FCAR PR-03。

“Resolução N° 45”, Aug. 18, 2008 Fire Extinguishing for

Aircraft Fuselage Mounted Engines – EMB-500 FCAR PR-03.

- (f) 2008 年 8 月 18 日编号为“Resolução N° 46”的关于 FADEC 的专用条件 - EMB-500 问题纪要 FCAR PR-07。

“Resolução N° 46”, Aug. 18, 2008 Special Condition for FADEC. – EMB-500 FCAR PR-07.

- (g) 2008 年 8 月 18 日编号为“Resolução N° 47”的关于刹车 – 指定适用规章的专用条件 - EMB-500 问题纪要 FCAR SM-02。

“Resolução N° 47”, Aug. 18, 2008 Brakes – Designation of Applicable Regulations – EMB-500 FCAR SM-02.

- (h) 2008 年 10 月 9 日编号为“Resolução N° 56”的关于空速校准的专用条件 - EMB-500 问题纪要 FCAR EV-02。

“Resolução N° 56”, Oct. 9, 2008 Airspeed Calibration – EMB-500 FCAR EV-02

- (i) 2010 年 12 月 14 日编号为“Resolução N° 177”的关于单乘员侧向座椅的专用条件 - EMB-500 问题纪要 FCAR EI-05 和 FCAR EI-07。

“Resolução N° 177”, Dec. 14, 2010 Special Condition for Single Occupant Transversely Oriented Seat – EMB-500 FCAR EI-05 and FCAR EI-07.

5) 等效安全

Equivalent levels of safety as follows:

- (a) 2008 年 8 月 18 日编号为“Decisão N° 302”的等效安全，涉及 RBHA/14 CFR 21.21(b)(1)、RBHA/14 CFR 23.1555(d)(1) 和 23.1337(b)(1)，操纵标记 – 可用燃油量 - EMB-500 问题纪要 FCAR PR-05。

“Decisão N° 302”, 18 Aug. 2008, RBHA/14 CFR 21.21(b)(1); RBHA/14 CFR 23.1555(d)(1) & 23.1337(b)(1), Control Markings – Usable Fuel Capacity – EMB-500 FCAR PR-05.

- (b) 2008 年 8 月 18 日编号为“Decisão N° 303”的等效安全，涉及 RBHA/14 CFR 21.21(b)(1)、RBHA/14 CFR 23.1305、23.1309、23.1321 和 25.1549，涡轮发动机高/中级压力转子速度(N2) – EMB-500 问题纪要 FCAR PR-02。

“Decisão N° 303”, Aug. 18, 2008 RBHA/14 CFR 21.21(b)(1); RBHA/14 CFR 23.1305, 23.1309, 23.1321 & 25.1549, Digital only Display of Turbine Engine High/Intermediate Pressure Rotor Speed (N2) – EMB-500 FCAR PR-02.

- (c) 2008 年 8 月 18 日编号为“Decisão N° 306”的等效安全，涉及 RBHA /14 CFR 21.21(b)(1)、RBHA/14 CFR 23.601 和 23.807 (e)(2)，水上迫降旅客用应急出口 – EMB-500 问题纪要 FCAR EI-03。

“Decisão N° 306”, Aug. 18, 2008 RBHA/14CFR 21.21(b)(1); RBHA/14 CFR 23.601 & 23.807(e)(2) ,Ditching Emergency Exit for Passenger – EMB-500 FCAR EI-03.

(d) 2008年9月29日编号为“Decisão N° 381”的等效安全，涉及 RBHA/14 CFR 23.1553、23.1337(b) (1)、23.959, 数字式燃油油量指示器 – EMB-500问题纪要FCAR PR-11

“Decisão N° 381”, Sep. 29, 2008 RBHA/14 CFR 23.1553, 23.1337(b) (1), 23.959, Digital Fuel Quantity Indication – EMB-500 FCAR PR-11

6) 豁免

Exemption as follows:

2008年9月26日编号为“Decisão N° 383”的豁免，涉及RBHA/14 CFR 23.181(b),关于动态稳定性的豁免 - EMB-500问题纪要 FCAR EV-05

“Decisão N° 383”, 26 Sep. 2008 RBHA/14 CFR 23.181(b), Exemption for Dynamic Stability – EMB-500 FCAR EV-05

7) 已经证明防冰系统的符合性符合RBHA/14 CFR 23.1416 和 23.1419.

Compliance with ice protection has been demonstrated in accordance with RBHA/14 CFR 23.1416 and 23.1419.

8) 已经证明提供的水上迫降设备满足RBHA/14 CFR23.1415 (a) (b).

Compliance with the provisions for ditching equipment has been demonstrated in accordance with RBHA/14 CFR23.1415 (a) (b).

9) RVSM批准: 生产系列号为50000005或其后的所有飞机将Garmin G1000双RVSM能力大气数据计算机和驾驶员飞行显示器作为标准设备。因此，机组必须经过RVSM培训。每个运行人必须直接从ANAC获得运行批准。

RVSM Approval: S/N 50000005 and on: All airplanes are equipped with Garmin G1000 dual RVSM capable Air Data Computers and pilot's and copilot's Primary Flight Displays as standard equipment. Therefore the crew must be training for RVSM operation. Each operator must obtain RVSM operating approval directly from the ANAC.

要求的设备

**REQUIRED
EQUIPMENT**

必须将有关适航规章中规定的基本要求的设备安装在合格审定的飞机上。

The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in airplane for certification.

注:

NOTES:

注 1: 重量和平衡

NOTE 1 当前的重量和平衡报告含有按基本空重和装载说明进行合格审定的部分设备清单，必须为每架飞机提供初始合格审定时的那个该报告。

合格审定的空机重量和相应的质量重心位置必须包括：

不可用燃油：基准后+ 5.81 米 (228.90 英寸) 处的 20 公斤 (44 磅)

满滑油*： 基准后+ 7.68 米(302.52 英寸) 处的 8 公斤 (17.64 磅)

液压油： 基准后+ 0.87 米(34.17 英寸) 处的 1.4 公斤 (3.09 磅)

*它被认为来自发动机安装的滑油（过滤器和管路）。

Weight and balance.

Current weight and balance report, including the list of equipment that are part of the certificated basic empty weight and loading instructions, 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: 20 kg (44 lb) at + 5.81 m (228.90 in.) aft of datum

Full oil:* 8 kg (17.64 lb) at + 7.68 m (302.52 in) aft of datum*

Hydraulic Fluid: 1.4 kg (3.09 lb) at + 0.87 m (34.17 in) aft of datum

*It is considered the oil from the engine installation (filters and lines)

注 2 标记和标牌

NOTE 2 适用合格审定要求（见合格审定基础）和由运行要求规定的所有标记和标牌必须安装在适当的位置。飞机图解零件目录（AIPC）和飞机维修手册（AMM）的第 11 章列出了要求的标牌和标记

Markings and placards.

All marking and placards required by the applicable certification requirements (see certification basics) and by the operational requirements must be installed in the appropriated locations. Required placards and marking are listed in chapter Eleven (11) of the Aircraft Illustrated Parts Catalog (AIPC) and Airplane Maintenance Manual (AMM).

注 3: 持续适航

NOTE 3 关于系统适航限制、结构适航限制（ALI）和限制寿命项目（LLI），见维修手册第 4 章“适航限制”。PW617F-E 发动机的转动零件的寿命限制存在于加拿大 Pratt & Whitney 公司件号为 3072699（最新版）的适航限制手册中。

Continuing Airworthiness.

See Maintenance Manual, Chapter Four (4), "Airworthiness Limitations" for Systems Airworthiness Limitations, Structure Airworthiness Limitations (ALI) and Life-Limited Items (LLI). The life limit for rotating parts on the PW617F-E engine is in the Airworthiness Limitations Manual of the Pratt & Whitney Canada Engine P/N 3072699, latest revision.

注 4: 对于所有替换座椅（机组和旅客），虽然它们可满足 TSO C127，但必须还要证明

NOTE 4 它们满足 CCAR/RBHA/14 CFR 23.2, 23.561, 23.562, 和 23.785 中所列飞机的安装要求。

所有座椅（机组和旅客）使用的泡沫坐垫不可以被替换。泡沫结构或硬度的任何偏离都必须经过试验或分析证明符合 CCAR/RBHA/ 14 CFR 23.562 的要求。

All replacement seats (crew and passenger), although they may comply with TSO C127, must also be demonstrated to comply with installation requirements into the aircraft listed in RBHA/14 CFR 23.2, 23.561, 23.562, and 23.785.

The foam cushion buildup of all seats (crew and passenger) may not be altered. Any deviations in the foam construction or stiffness must be demonstrated by test or analysis to comply with the RBHA/ 14 CFR 23.562 paragraph.

注 5 使用最小机组为一个驾驶员（左驾驶员座位）的运行批准是基于 ANAC 合格审定试验期间对驾驶舱安装的设备及其布置进行的评估。除经批准的 MMEL 允许外，事先没经责任飞机合格审定办公室的批准，不可以对安装的驾驶舱设备或布置（电子飞行仪表系统、自动驾驶仪和航电装置等）做重大更改。

NOTE 5 Approval for operation with a minimum crew of one pilot (in the left pilot seat) is based upon the cockpit equipment installation and arrangement evaluated during ANAC certification testing. No significant changes may be made to the installed cockpit equipment or arrangement (EFIS, autopilot, avionics, etc.), except as permitted by the approved MMEL, without prior approval from the responsible Aircraft Certification Office.

注 6 EMB-500 经常被称之为 Embraer 的市场名称 “PHENOM 100”。该名字严格来说是市场名称，而不是官方型号名称。

NOTE 6 The EMB-500 is often referred to in Embraer marketing literature as the “PHENOM 100”. This name is strictly marketing designation and is not part of the official model designation.

注 7 生产系列号为 50000005 到 50000217 的飞机被认为是一个增强型版本。从生产系列号为 50000218 起的飞机，为了确认这些系列号飞机的正确版本，必须核实驾驶舱标牌。

NOTE 7 Aircraft with serial numbers 50000005 until 50000217 are considered as an enhanced version. To identify the correct version for aircraft with serial number 50000218 and up, the cockpit placard must be verified.

注 8 最大 ITT 的增加是一个通过服务通告 SB 500-73-0001 可得到的对于系列号为 50000006，以及 50000008 到 50000024 飞机的选装项目。对于系列号为 50000005、50000007、50000025 及其以后的飞机，在制造厂即已经做了等效的更改。

NOTE 8 The increase in the Maximum ITT is an optional item available through SB 500-73-0001 for aircraft with serial number 50000006, and 50000008 thru 50000024. For aircraft with serial number 50000005, 50000007, 50000025 and on, there is an equivalent modification factory incorporated.

注 9 最大零燃油重量的增加是一个通过服务通告 SB 500-00-0005 或通过等效的由制

NOTE 9 造厂进行的更改可得到的选装项目。

The increase in Maximum Zero Fuel Weight is an optional item available through SB 500-00-0005 or through equivalent modification factory-incorporated.

注 10 地面扰流板系统是一个可通过服务通告 SB 500-27-0008 或通过等效的由制造厂进行的更改可得到的选装项目。

NOTE 10 The Ground Spoiler system is an optional item available through SB 500-27-0008 or through equivalent modification factory-incorporated.