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第一部分 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	VTC0270A 版次/ Revision: 2 2016-11-28	EA-2009T12 Revision: 09 2014-08-11
历史 History	VTC0270A 版次/ Revision: 1 2014-07-18	EA-2009T12 Revision: 08 2013-08-20
历史 History	VTC0270A 版次/ Revision: 0 2012-11-05	EA-2009T12 Revision 07 2012-10-04

2. 认可当局/Validation Authority: 中国民用航空局/CAAC
 审定当局/Certifying Authority: 巴西民航局/ANAC

3. 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

4. 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飞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 aircraft manufactured under this Validation of Type Certificate must be accompanied by a certificate of airworthiness for export endorsed by the Exporting Authority which states (in English language): This aircraft conforms to its CAAC type design and is in a condition for safe operation.

第二部分 EMB-505 型飞机
(通勤类) 2009 年 12 月 3 日批准
Section 2 Model EMB-505
(Commuter Category), Approved 03 December 2009

I. 总则/General

1. 衍生型或型号/Variant or Model: EMB-505
适航型别: 通勤类航空器/Commuter Category Aircraft
型号合格证持有人: EMBRAER S.A.
 Av. Brigadeiro Faria Lima, 2.170
 12227-901 - S.J. dos Campos - SP
 Brazil
2. ANAC 批准日期/ANAC Approved Data: 2009-12-03
3. CAAC 批准日期/CAAC Approved Data: 2012-11-05

II. 技术特征和运行限制/Technical Characteristics and Operational Limitations

发动机 / ENGINE

两台加拿大普惠 PW535E 涡扇发动机
 (ANAC 数据单 EM-2009T11)
 Two Pratt & Whitney Canada PW535E turbofans
 (ANAC TCDS EM-2009T11)
 CAAC 认可证编号: VTC0101E
 (CAAC VTC VTC0101E)
 (CAAC 认可证数据单 VTC010 E R2)
 (CAAC VTCDS VTC0101E R2)

燃油 / FUEL

巴西规范 CNP08-QAV-1
 规范 ASTM-D1655, Jet A, Jet A-1
 规范 MIL-T-83133, JP-8
 中国燃油 PRC National Standard No.3 Jet Fuel – GB6537-2006

Brazilian Specification CNP08-QAV-1
 Specification ASTM-D1655, type Jet A, Jet A-1
 Specification MIL-T-83133, type JP-8
 Chinese Specification GB6537-2006, type N° 3 Jet Fuel

发动机限制 / ENGINE LIMITS

海平面, 标准天气, 静推力限制:

起飞	1 494.6 daN (3 360 磅)
ATR	1 494.6 daN (3 360 磅)

Limits Static thrust standard day, sea level:

Takeoff	1 494.6 daN (3 360 lb)
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ATR 1 494.6 daN (3 360 lb)

最大允许发动机转子转速

(起飞和最大连续):

N1 (风扇) 100% (100% = 15 850 rpm)

N1 瞬态 (运行 20 秒) 102% (102% = 16 167 rpm)

N2 (燃气发生器) 101% (101% = 34 310 rpm)

N2 瞬态 (运行 20 秒) 103% (103% = 34 989 rpm)

Maximum permissible engine rotor operating speeds

(Takeoff and Maximum Continuous):

N1(fan) 100%(100% = 15 850 rpm)

N1 Transient (operation 20 s) 102%(102% = 16 167 rpm)

N2 (Gas Generator) 101%(101% = 34 310 rpm)

N2 Transient (operation 20 s) 103%(103% = 34 989 rpm)

最大允许涡轮内燃气温度:

起飞 (5 分钟) 700°C

ATR (10 分钟) (注 8) 725°C

最大连续 680°C

启动 (瞬间 5 秒) 740°C (765°C - post SB-505-73-0001)

瞬态 (运行 20 秒) 765°C

Maximum permissible interturbine gas temperatures:

Takeoff (5 min.) 700°C

ATR (10 min.) (Note 8) 725°C

Max. continuous 680°C

Starting(transient 5 s) 740°C (765°C - post SB-505-73-0001)

Transient(operation 20 s) 765°C

空速限制 / AIRSPEED LIMITS (IAS)

	公里/小时 (节) km/h(knots)	马赫数 Mach
最大运行 (V _{MO}) 海平面到 26000 英尺 Maximum operating(V _{MO}) Sea level to 26000 ft.	592.6 (320)	
最大运行 (V _{MO}) 26000 英尺以上 Maximum operating(V _{MO})	-	0.78

最大轮胎速度/ Maximum tire ground speed:	337(182)	
L.G. 运行 - 放下(V_{LO}) L.G. Operation - extend(V_{LO})	463(250)	-
L.G. 运行 - 收起(V_{LO}) L.G. Operation - retract(V_{LO})	463(250)	-
L.G.放下后 (V_{LE}) L.G. extended(V_{LE})	463(250)	-

重心范围 / CG RANGE**注/Notes:**

飞行扩展是在重量 X 重心包线上不允许着陆或起飞的区域。

给定的点之间认为是线性变化的。

认为所有点位于飞机参考基准之后。

Flight Extension is a region on the Weight X C.G. Envelop not allowed for landing or takeoff.

Consider straight linear variation between the given points.

Consider all points located after aircraft reference Datum.

前限制/Forward Limits:

起飞和着陆条件/Takeoff and Landing Condition:

从/From: 7465.5 mm(293.6 in)(36% MAC) 在/at 5150kg(11,354 lb)

到/To: 7231.0 mm(284.7 in)(25% MAC) 在/at 5600kg(12,346 lb)

到/To: 7108.0 mm(279.8 in)(19% MAC) 在/at 6850kg(15,102 lb)

到/To: 7108.0 mm(279.8 in)(19% MAC) 在/at 8150kg(17,968 lb)

到/To: 7116.2 mm(280.17 in)(19.4% MAC) 在/at 8340kg(18,387 lb)

飞行扩展/Flight Extension:

从/From: 7231.0 mm(284.7 in)(25% MAC) 在/at 5600kg(12,346 lb)

到/To: 7067.0 mm(278.2 in)(17% MAC) 在/at 6850kg(15,102 lb)

到/To: 7067.0 mm(278.2 in)(17% MAC) 在/at 8340kg(18,387 lb)

后限制/Aft Limits:

起飞和着陆条件/Takeoff and Landing Condition:

从/From: 7579.5 mm(298.4in)(42% MAC) 在/at 5150kg(11,354lb)

到/To: 7513.9mm(295.8 in)(38.8% MAC) 在/at 6450kg(14,220lb)

到/To: 7360.15 mm(289.77 in)(31.3% MAC) 在/at 8340kg(18,387lb)

飞行扩展/Flight extension:

从/From: 7513.9 mm(295.8 in)(38.8% MAC) 在/at 6450kg(14,220 lb)

到/To: 7421.7 mm(292.2 in)(34.3% MAC) 在/at 8340kg(18,387lb)

起落架收起力矩: -52.29 m·kg (-4,531.67)in·lb

Landing Gear retracting moment: -52.29 m·kg (-4,531.67)in·lb

基准 / DATUM

支点（前千斤顶座位置）向前 2.286 米（90in），向左 0.154 米（6.06in）

2.286 m (90 in) forward and 0.154 m (6.06 in) leftward of the jig point (nose jack pad location).

水平方法 / LEVELING MEANS 位于 11 框和 12 框间主舱门区域的 omega 梁上（见 AMM）
Located in the main door region on the omega beam between frames 11 and 12 (see AMM for further information)

平均气动弦长 / 2.05 米 (80.71 英寸)(平均气动弦线前沿位于基准后+6.72m(264.51 英寸)

MEAN AERODYNAMIC CHORD 2.05 m (80.71 in.) (L.E. of MAC at +6.72m (264.51 in.) aft of datum)

最大重量 / MAXIMUM WEIGHT	起飞/Takeoff:	8,150.0 kg (17,968 lb)
		8,340.0 kg (18,387 lb)*
	着陆/Landing:	7,650.0 kg (16,865 lb)
		7,730.0 kg (17,042 lb)*
	零燃油/Zero Fuel:	6,350.0 kg (13,999 lb)
		6450.0 kg (14,220 lb)*
	停机坪/Ramp:	8,200.0 kg (18,078 lb)
		8,390.0 kg (18,497 lb)*

注释/Note:
(*)适用于执行了 SB 505-00-0008 之后或进行过等效出厂更改的飞机。
/for aircraft post-mod SB 505-00-0008 or with an equivalent factory-incorporated modification.

最小机组 / MINIMUM CREW 所有飞行所需最小机组（见注 6 关于驾驶舱设备/布置限制）: 一名驾驶员（左座），需满足 ANAC 批准的飞机手册限制章节中指定的附加程序；或一名驾驶员和一名副驾驶员。
Crew for all Flights (See note 6 for cockpit equipment/arrangement restrictions): One pilot (in the left pilot seat) plus additional procedures as specified in the Limitations Section of the ANAC Approved Airplane Manual or one pilot and one copilot.

最大乘员数 / MAXIMUM OCCUPANTS 最多 11 人（机组 2 人加乘客 9 人，或机组 1 人加乘客 10 人），参见飞机飞行手册（AFM-2664）第 6 章“重量及平衡”关于座位布局和力臂部分。
Maximum eleven (two crew plus nine passenger seats or one crew plus ten passenger seats) Refer to the Airplane Flight Manual

(AFM-2664) section 6"Weight & Balance" for seat configurations and moment arms.

最大行李 / MAXIMUM BAGGAGE	前行李舱	50kg (110 lb) (基准后+1.00 m(39.37 in.))
	Forward baggage compartment	50kg (110 lb) (+1.00 m (39.37 in) aft of datum)
	后行李舱	210kg (463 lb) (基准后+10.08 m (396.85 in.))
	Aft baggage compartment	210kg (463lb) (+10.08 m (396.85 in) aft of datum)
	左前壁橱	20kg (44 lb) (基准后+3.78 m(148.82 in.))
	LH Forward Cabinet	20kg (44lb) (+3.78 m (148.82 in) aft of datum)
	右侧水吧	32kg (71 lb) (基准后+3.61 m (142.13 in.))
	RH Refreshment Center	32kg (71lb) (+3.61 m (142.13 in) aft of datum)
	厕所柜	15kg (33 lb) (基准后+7.95m (318.11 in.))
	Lavatory Cabinet	15kg (33 lb) (+7.95 m (318.11 in) aft of datum)

对于具有更高承载能力的左前方壁橱、厕所柜、水吧以及后行李舱这些储物舱的飞机，具体载重限制信息请参阅相应的标牌。

Some airplanes have stowage compartments of LH Forward Cabinet, Lavatory Cabinet, Refreshment Center and Aft Baggage Compartment with higher load capacities. Refer to their respective placards to find this information.

燃油容量 / FUEL CAPACITY

总可用燃油 2428.2kg（5353.2lb），两个机翼油箱，每个 1214kg（2676.6lb）可用燃油；（见注 1 的不可用油量）基准后+7.00m（275.59in），按密度 0.803kg/l（6.70lb/美国加仑）考虑。

Total usable fuel 2428.2 kg (5353.2 lb) Two wing tanks with 1214 kg (2676.6 lb) usable each; (see NOTE 1 for unusable) + 7.00 m (275.59 in) aft of datum, considering density of 0.803 kg/l (6.70 lb/US gal)

滑油容量 / OIL CAPACITY

每台发动机上的油箱：每台发动机总共 8.6 美国夸脱（8.14 升）；基准后+9.826m（386.85in）；（见注 1）

Tank mounted on each engine: 8.6 US quarts (8.14 liters) total each engine; + 9.826 m (386.85 in) aft of datum; (see NOTE 1)

液压力容量 /
HYDRAULIC FLUID CAPACITY

8.8kg（19.40 lb），位于基准后+7.96m（313.38 in），按密度 0.846kg/l（7.06 lb/gal 或 16° 的 7.06 lb/gal）考虑。

8.8 kg (19.40 lb) at + 7.96 m (313.38 in) aft of datum, considering density of 0.846 kg/l (7.06 lb/gal or 7.06 lb/gal at 16°).

最大运行高度 / 13,715m (45,000 ft)

MAXIMUM OPERATING ALTITUDE

温度运行限制 / 最大/Maximum: 52°C

TEMPERATURE OPERATING LIMITS 最小/Minimum: -54°C

操纵面位移 /

CONTROL SURFACE MOVEMENTS

升降舵/Elevator: 上/Up 25° +1° , -1°

下/Down 15° +1° , -1°

升降舵调整片/Elevator trim tab*: 上/Up 2.7° +1° , -1°

下/Down 9.3° +1° , -1°

方向舵/Rudder: 右/Right 34° +1° , -1°

左/Left 34° +1° , -1°

方向舵调整片/Rudder trim tab*: 右/Right 17° +1° , -2°

左/Left 17° +2° , -1°

副翼/Aileron: 上/Up: 25° +0.5° , -0.5°

下/Down: 15° +0.5° , -0.5°

副翼调整片/Aileron trim tab*: 上/Up: 18° +2° , -1°

下/Down: 18° -2° , +1°

襟翼/Wing flaps: 外侧襟翼偏移 内侧襟翼偏移

Outboard Flap Inboard Flap

Deflection Deflection

TO 8° +1° , -1° 7.8° +1,-1

TO/Land 26° +1° , -1° 25° +1,-1

Land** 35° +1.5° , -1.5° 33.4° +1.5° , -1.5°

水平安定面/Horizontal Stabilizer 上/Up 2° +0.5° -0.5°

下/Down 13° +0.5° -0.5°

腹方向舵/Ventral Rudder 右/Right 30° +1° , -1°

左/Left 30° +1° , -1°

*注: 仅在中立位置有效, 操纵面校准参见飞机维护手册 (AMM)。

*Note: Valid only for neutral position See Airplane Maintenance Manual (AMM) for rigging instructions.

**注: 适用于执行了 SB 505-27-0011 之后或进行过等效出厂更改的飞机

**Note: for aircraft post-mod SB 505-27-0011 or with an equivalent factory-incorporated modification.

序列号 / SERIAL NUMBER

50500004 及以上/50500004 and up

ANAC 审定基础

/ANAC CERTIFICATION BASIS

1) 2009 年 12 月 3 日颁发的巴西型号合格证, 编号 2009T12, 基于 RBHA 23, 等效于 1965 年 2 月 1 日生效的 14 CFR 23 部, 以及从 23-1 修正案到 2007 年 8 月 6 日生效的 23-57 修正案, 以及附加需求:

1) Brazilian Type Certificate No. 2009T12 issued on 03 December 2009, based on the RBHA 23, which endorses the 14 CFR Part 23, effective 1 February 1965, as amended by 23-1 through 23-57 effective on 06 August 2007, and additional requirements:

2) 噪声要求/Noise requirements:

RBHA 36, 等效于 2005 年 7 月生效的 ICAO Annex 16 卷 1, 第 4 章 (第 4 版), 包括申请时的修正案。

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

3) 排放要求/Emission requirements:

RBHA 34, 等效于 1990 年 9 月 10 日生效的美国 14 CFR 34 部, 包括申请时的修正案。

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

4) 专用技术条件/Special Conditions as follows:

(a) 2009 年 12 月 1 日, “Resolução N° 124”, 高高度运行下的压力舱完整性 - EMB 505 FCAR ES-21

“Resolução N° 124”, 01 Dec. 2009 Pressure Vessel Integrity for High Altitude Operations - EMB-505 FCAR ES-21.

(b) 2009 年 10 月 1 日, “Resolução N° 125”, 氧气设备与供氧 - EMB-505 FACAR SM-01

“Resolução N° 125”, 01 Dec. 2009 Oxygen equipment and supply - EMB-505 FCAR SM-01.”

(c) 2009 年 11 月 25 日, “Resolução N° 121”, 通风系统 - EMB-505 FCAR SM-05

- “Resolução N° 121”, 25 Nov. 2009 Ventilation System
- EMB-505 FCAR SM-05.
- (d) 2009 年 12 月 1 日, “Resolução N° 124”, 增压系统 -
EMB-505 FCAR SM-06.
“Resolução N° 124”, 01 Dec. 2009 Pressurization
System - EMB-505 FCAR SM-06.
- (e) 2009 年 12 月 1 日, “Resolução N° 123”, 结冰保护,
对自动抑制防冰系统的专用技术条件 - EMB-505 FCAR
SM-07.
“Resolução N° 123”, 01 Dec. 2009 Ice Protection,
Special Condition for Auto-Inhibited Anti-ice Systems -
EMB-505 FCAR SM-07.
- (f) 2009 年 12 月 1 日, “Resolução N° 126”, 对 B 分部 (飞
行) 的专用技术条件 - EMB-505 FCAR EV-01
“Resolução N° 126”, 01 Dec. 2009 Special Condition for
Subpart B (Flight) - EMB-505 FCAR EV-01.
- (g) 2009 年 12 月 1 日, “Resolução N° 126”, 对 G 分部 (使
用限制和资料) 的专用技术条件 - EMB-505 FCAR EV-04.
“Resolução N° 126”, 01 Dec. 2009 Special Condition for
Subpart G (Operating Limitations and Information) -
EMB-505 FCAR EV-04.
- (h) 2009 年 12 月 1 日, “Resolução N° 127”, 复飞时 ATR
的性能保证 - EMB-505 FCAR EV-11.
“Resolução N° 127”, 01 Dec. 2009 Performance Credit
for ATR during Go-Around - EMB-505 FCAR EV-11.
- (i) 2009 年 8 月 4 日, “Resolução N° 108”, FADEC 的专
用技术条件 - EMB-505 FCAR PR-07.
“Resolução N° 108”, 4 Aug. 2009 Special Condition for
FADEC - EMB-505 FCAR PR-07.

- (j) 2009 年 11 月 17 日, “Resolução N° 120”, 热气象条件运行 - EMB-505 FCAR PR-09.
“Resolução N° 120”, 17 Nov. 2009 Hot Weather Operation - EMB-505 FCAR PR-09.
- (k) 2011 年 9 月 6 日, “Resolução N° 198”, 单座侧向座椅专用技术条件- EMB-505 FCAR EI-12
“Resolucao N°198”, 6 Sept. 2011 Special Condition for Single-Place Side-Facing Seat-EMB-505 FCAR EI-12
- (i) 2012 年 4 月 17 日, 侧向长沙发带气囊肩带专用条件- EMB-505 FCAR EI-15。
“Resolução N° 225”, 17 Apr. 2012 Special Condition for Airbag system on Side Facing Divan Shoulder Belt - EMB-505 FCAR EI-15.

5) 等效安全/Equival levels of safety as follows:

- (a) 2009 年 4 月 23 日, “Decisão N° 183”, RBHA/14 CFR Part 23.1305, 23.1309, 23.1321 & 25.1549, 涡轮发动机高/中压转子转速 (N2) 的纯数字显示 - EMB-505 FCAR PR-02
“Decisão N° 183”, 23 Apr. 2009 RBHA/14 CFR Part 23.1305, 23.1309, 23.1321 & 25.1549, Digital Only Display of Turbine Engine High/Intermediate Pressure Rotor Speed (N2) - EMB-505 FCAR PR-02.
- (b) 2009 年 4 月 23 日, “Decisão N° 184”, RBHA/14 CFR Part 23.1553, 23.1337(b)(1), 23.959, 数字式油量指示器 - EMB-505 FCAR PR-11
“Decisão N° 184”, 23 Apr. 2009 RBHA/14 CFR Part 23.1553, 23.1337(b)(1), 23.959, Digital Fuel Quantity Indication - EMB-505 FCAR PR-11.
- (c) 2009 年 6 月 9 日, “Decisão N° 237”, RBHA/14 CFR Part 23.1555(d)(1) & 23.1337(b)(1), 控制标志-可用油量 - EMB-505 FCAR PR-05
“Decisão N° 237”, 09 Jun. 2009 RBHA/14 CFR Part 23.1555(d)(1) & 23.1337(b)(1), Control Markings - Usable Fuel Capacity - EMB-505 FCAR PR-05.

- (d) 2009 年 9 月 15 日, “Decisão N° 334”, RBHA/14 CFR 23.815 (b) 过道宽度 - EMB-505 FCAR EI-08
“Decisão N° 334”, 15 Sep. 2009 RBHA/14 CFR 23.815 (b) Width of Aisle - EMB-505 FCAR EI-08.
- (e) 2009 年 10 月 23 日, “Decisão N° 368”, RBHA/14 CFR 21.21 (b)(1); RBHA/14 CFR Part 23.807(e), 水上迫降乘客应急出口 - EMB-505 FCAR EI-03.
“Decisão N° 368”, 23 Oct. 2009 RBHA/14 CFR 21.21 (b)(1); RBHA/14 CFR Part 23.807(e), Ditching Emergency Exit for Passengers - EMB-505 FCAR EI-03.
- (f) 2009 年 12 月 1 日, “Decisão N° 393”, RBHA/14 CFR Part Appendix H 23.5 (b) (4), 23.904, 23.1301, 23.1309, ATR - 自动推力储备功能失活 - EMB-505 OFCAR PR-13
“Decisão N° 393”, 01 Dec. 2009 RBHA/14 CFR Part Appendix H 23.5 (b) (4), 23.904, 23.1301, 23.1309, ATR - Automatic Thrust Reserve Function Deactivation - EMB-505 OFCAR PR-13.
- (g) 2009 年 12 月 1 日, “Decisão N° 394”, RBHA/14 CFR Part 23.855, 前行李舱防火 - EMB-505 FCAR EI-10.
“Decisão N° 394”, 01 Dec. 2009 RBHA/14 CFR Part 23.855, Forward baggage compartment fire protection - EMB-505 FCAR EI-10.
- (h) 2009 年 12 月 1 日, “Decisão N° 395”, RBHA 21.21(b)(1); RBHA/14 CFR 23.853(d)(2), “禁止吸烟” 标牌尺寸 - EMB-505 FCAR EI-09
“Decisão N° 395”, 01 Dec. 2009 RBHA 21.21(b)(1); RBHA/14 CFR 23.853(d)(2), "No Smoking" placard dimensions - EMB-505 FCAR EI-09.
- (i) 2009 年 12 月 1 日, “Decisão N° 396”, RBHA 21.21;

RBHA/14 CFR Part 23.1323, 地面滑跑加速起飞时的系统误差
- EMB-505 FCAR EV-02

“Decisão N° 396”, 01 Dec. 2009 RBHA 21.21; RBHA/14
CFR Part 23.1323, System error during the accelerate-takeoff
ground run - EMB-505 FCAR EV-02.

(j) 2009 年 12 月 1 日, “Decisão N° 397”, RBHA/14 CFR
23.1389, 23.1391 23.1393 及 23.1395, 航行灯 - EMB-505
FCAR SE-05.

“Decisão N° 397”, 01 Dec. 2009 RBHA/14 CFR 23.1389,
23.1391 23.1393, and 23.1395, Position Lights - EMB-505
FCAR SE-05.

(k) 2009 年 12 月 1 日, “Decisão N° 398”, RBHA/14 CFR
Part 23.841(b)(6), 高海拔机场运行 High Elevation Airfield
Operation - EMB-505 FCAR SM-08.

“Decisão N° 398”, 01 Dec. 2009 RBHA/14 CFR Part
23.841(b)(6), High Elevation Airfield Operation - EMB-505
FCAR SM-08.

6) 豁免/Exemption as follows:

(a) 2009 年 12 月 1 日, “Decisão N° 391”, RBHA/14 CFR Part
23.181(b), 对于动稳定性的豁免 - EMB-505 FCAR EV-05
“Decisão N° 391”, 01 Dec. 2009 RBHA/14 CFR Part
23.181(b), Exemption for Dynamic Stability - EMB-505
FCAR EV-05

(b) 2009 年 12 月 1 日, “Decisão N° 392”, RBHA/14 CFR
Part 23.3 d) - 通勤类飞机 - EMB-505 FCAR HT-04
“Decisão N° 392”, 01 Dec. 2009 RBHA/14 CFR Part 23.3
d) - Airplane categories: Commuter category - EMB-505
FCAR HT-04.

(c) 2012 年 4 月 17 日, “Decisão N° 37” RBHA/14 CFR Part
23.562(a), 侧向长沙发动态试验要求/多座侧向座椅 (沙发)
安装的一般乘员防护—EMB-505 FCAR EI-14.
“Decisão N° 37” 17Apr 2012. RBHA/14 CFR Part
23.562(a), Dynamic Test Requirements for Side-Facing

Divans (Sofa)/ General Occupant Protection for Occupants
Multiple Place Side-facing Seats (Divans) Installations-
EMB-505 FCAR EI-14.

- 7) 按照 RBHA/14 CFR 23.1416 以及 23.1419 的要求对结冰防护进行了符合性验证。

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

- 8) 没有批准水上迫降; 没有按照 RBHA/14 CFR 23.1415(a)(b)的要求表明用于水上迫降的设备的符合性

Not approved for ditching; Compliance with the provisions for ditching equipment has not been demonstrated in accordance with RBHA/14 CFR 23.1415 (a) (b)

- 9) RVSM(最小垂直间隔标准)批准: 序列号 50500004 及以上: 作为标准设备, 所有飞机安装了包括双 Goodrich 综合大气数据和失速保护探头 (IAS) 以及驾驶员和副驾驶的 Garmin G1000 主飞行显示器。因此机组必须得到 RVSM 的运行训练。每个营运人必须直接从局方获得 RVSM 运行批准。

RVSM Approval: S/N 50500005 and on: All airplanes are equipped with dual Goodrich Integrated Air Data and Stall Protection Probes (IASP) and Garmin G1000 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.

CAAC 认可审定基础/CAAC Validation Basis

CAAC 的认可审定基础由 ANAC 的审定基础和 CAAC 附加技术条件组成。

The CAAC validation basis consists of the ANAC certification basis and the CAAC additional technical conditions.

中国民用航空局附加技术条件/CAAC Additional Technical Conditions

(1) 根据 CCAR21.29 (五) 规定, 机上所有对旅客进行的提示、警告和通知的文字标记和标牌应当至少有中文表述; 机上所有向旅客或者机外营救人员指示应急出口和门的位置以及开启方法的文字标记和标牌应当至少有中文表述; 旅客可能使用的机上所有应急设备的操作、使用说明应当至少有中文表述。

As per CCAR 21.29(e), all literal marking and placards on an airplane used for advising, warning, or notifying passengers must be at least in Chinese; all literal markings and placards on an airplane used for indicating

passengers or outboard rescue personnel of the location of emergency exits and doors and their means of opening must be at least in Chinese; and all the operation instructions of airplane emergency equipment that may be used by passengers must be at least in Chinese.

(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 No.3 Jet Fuel – GB6537-2006"

(3) 不具备按 CCAR 121 部运行的资格

Shall not be eligible for operations under CCAR 121

生产基础/Production Basis

位于佛罗里达 Melbourne 的 Embraer Executive Aircraft Inc 是 Embraer S.A. 授权生产型号合格证数据单上所列型号飞机的制造商。S/N50500118 及后续序列号的飞机可能是由佛罗里达 Melbourne 的 Embraer Executive Aircraft Inc 生产或是由巴西 Embraer S.A. 生产。制造商可以通过飞机上的数据标牌确认。位于佛罗里达 Melbourne 的 Embraer Executive Aircraft Inc 生产的 S/N 50500118 和 50500122 两架飞机，是仅依据型号合格证生产的。

The manufacturer Embraer Executive Aircraft Inc. located in Melbourne, Florida, is licensed by Embraer S.A. to manufacture the Model Aircraft listed in this Type Certificate Data Sheet. S/N 50500118 and subsequent may be produced either by Embraer Executive Aircraft Inc. In Melbourne, Florida or Embraer S.A. in Brazil. The manufacturer can be confirmed by the aircraft data plate. Aircraft produced by Embraer Executive Aircraft Inc. in Melbourne, Florida with a S/N 50500118 and 50500122 were produced under the Type Certificate.

要求的设备/REQUIRED EQUIPMENT

要求的基本设备，必须按照适用的适航规章（见审定基础）要求，安装到飞机上以满足审定要求。

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

注释 / NOTES:

NOTE 1 重量和平衡/Weight and balance.

当前的重量和平衡报告，包括作为审定基础空机重量和装载说明部分的设备列表，在首次适航审定时必须提供给每架飞机。

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

审定空机重量和其对应的重心位置必须包括:

不可用燃油 22.8kg (50.26 lb), 基准后+6.51 m(256.30 in.)

发动机滑油满油 16.0kg (35.27 lb), 基准后+9.826 m(386.85 in.)*

液压油 8.8kg (19.40 lb), 基准后+7.96m(313.38 in.)

*注 - 包括发动机安装中的滑油 (过滤器及管线)

The certificated empty weight and corresponding center of gravity location must include:

Unusable fuel 22.8 kg (50.26 lb) at + 6.51 m (256.30 in.) aft of datum

Full engine oil 16 kg (35.27 lb) at + 9.826 m (386.85 in) aft of datum*

Hydraulic Fluid 8.8 kg (19.40 lb) at + 7.96 m (313.38 in) aft of datum

*Note - Including the oil from the engine installation (filters and lines)

NOTE 2 标记和标牌/Markings and placards.

所有适用的审定要求 (见审定基础) 和运行要求所要求的标记和标牌必须安装在适当的位置。要求的标牌和标记列表在飞机图解零件目录 (AIPC) 第 11 章和飞机维护手册 (AMM)。

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).

NOTE 3 持续适航/Continuing Airworthiness.

见维护手册第四章 “适航限制” 中关于系统适航限制、结构适航限制(ALI)以及寿命限制件项目(LLI)的内容。PW535E 发动机上旋转部件的寿命限制在加拿大普惠公司维护手册的适航限制章节中, 手册编号 3072702, 最新版本。

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 PW535E engine is in the Airworthiness Limitations Section of the Pratt & Whitney Canada Engine Maintenance Manual P/N 3072702, latest revision .

NOTE 4

飞机的运行必须根据 ANAC 批准的飞机飞行手册 (AFM), 编号 AFM-2664, 2009 年 12 月 3 日或其后续的批准版本。

Airplanes must be operated according to the ANAC Approved Airplane Flight Manual (AFM), part number AFM-2664 dated 03 December 2009 or later approved revisions.

NOTE 5

所有替换的座椅 (机组和乘客), 尽管其符合 TSO C127, 仍必须表明其满足 RBHA/14 CFR 23.2、

23.561、23.562 及 23.785 的机上安装要求。

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.

不允许改变所有座椅（机组和乘客）的泡沫垫。任何泡沫的构造和刚度的偏离，都必须通过试验或分析的方法来表明对 14 CFR 23.562 段的符合性。

The foam cushion build up 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 14 CFR 23.562 paragraph .

NOTE 6 对于单驾驶员（在左边驾驶员座位）的最小机组的运行批准是基于 ANAC 局方验证试验中对于驾驶舱设备安装和布置的评估而给出的。对于安装在驾驶舱的设备及其布置（EFIS、自动驾驶、航电等），除批准的 MMEL 允许的情况外，在没有航空产品审定司批准的情况下，不能有重大的更改。

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 Aeronautical Products Certification Branch.

NOTE 7 在巴航的营销资料中，EMB-505 经常被称为“飞鸿 300”（“PHENOM 300”）。这个名称只用于市场营销，不是正式的型号名称。

The EMB-505 is often referred to in Embraer marketing literature as the “PHENOM 300”. This name is strictly marketing designation and is not part of the official model designation.

NOTE8 对于 ATR 的任意组合，以及实施了 SB505-073-0001 或等效的更改合并的飞机的起飞，总共允许 10 分钟。

Total of 10 minutes is allowed for any combination of ATR and Take-off for aircraft post SB 505-073-0001 or with equivalent modification factory incorporated.

NOTE9 中文标牌和标识包含在 CAAC 认可的中文标记标牌翻译文件中(505IRD013)。

Chinese Placards and markings are included in document CHINESE PLACARD TRANSLATION CAAC VALIDATION (505IRD013).