

型号认可数据单 THE VALIDATION DATA SHEET

编号/NO: VTC0317A

版本/Revision: 0

型号/Type:

S-64E

S-64F

批准人/Approved By: Yang Zhenmei



职务/Title: Deputy Director General of
CAAC-AAD

日期/Date: 2015-06-02

本数据单是型号认可证（编号：VTC0317A）的组成部分，它规定了符合中国民用航空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: VTC0317A), 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:

Erickson Incorporated, DBA Erickson Air-Crane

3100 Willow Springs Road

P. O. Box 3247

Central Point, Oregon 97502-0010

有效页清单/List of effective pages:

页数/Pages	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
版次/Revision	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
页数/Pages	16														
版次/Revision	0														

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 Certification 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	VTC0317A 版次 0/Revision 0 2015-06-02	S-64E Issue 14 日期 2014-08-13 S-64F Issue 14 日期 2014-08-13
历史 History		

2. 认可当局/Validation Authority:

中国民用航空局/CAAC

审定当局/Certification Authority:

美国联邦航空局/FAA

3. 型号合格证持有人/Type Certificate Holder:

Erickson Incorporated, DBA Erickson Air-Crane
3100 Willow Springs Road
P. O. Box 3247
Central Point, Oregon 97502-0010

4. 型号合格证持有人记录

2014 年 8 月 13 日 Erickson Air-Crane Incorporated, DBA
Erickson Air-Crane 将 TC H6EA 转给 Erickson Incorporated,
DBA Erickson Air-Crane
2001 年 2 月 14 日 Erickson Air-Crane Co., L.L.C. 将 TC H6EA
转给 Erickson Air-Crane Incorporated, DBA Erickson Air-Crane
1997 年 8 月 22 日 Erickson Air-Crane Co. 将 TC H6EA 转给
Erickson Air-Crane Co., L.L.C.
1992 年 2 月 13 日 Sikorsky Aircraft 将 TC H6EA 转给 Erickson
Air-Crane Co.

Type Certificate Holder Record

Erickson Air-Crane Incorporated, DBA Erickson Air-Crane
transferred TC H6EA to Erickson INCORPORATED, DBA
Erickson Air-Crane on August 13, 2014
Erickson Air-Crane Co., L.L.C. transferred TC H6EA to
Erickson Air-Crane Incorporated, DBA Erickson Air-Crane on
February 14, 2001
Erickson Air-Crane Co. transferred TC H6EA to Erickson
Air-Crane Co., L.L.C. on August 22, 1997

Sikorsky Aircraft transferred TC H6EA to Erickson Air-Crane
Co. on February 13, 1992.

5. 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 2 部分 S-64E (运输类旋翼航空器) (见所有型号部分) (见备注部分) 1969 年 8 月 21 日批准

SECTION 2 MODEL NUMBER: S-64E (Transport Category Rotorcraft) (See ALL MODEL Section)
(See NOTES Section) Approved: 08/21/69

I. 总则/General

1. 衍生型或型号/Variant or Model	S-64E
适航类别/Airworthiness Category	运输类旋翼航空器/Transport Category Rotorcraft
型号合格证持有人/Type Certificate Holder	Erickson Incorporated, DBA Erickson Air-Crane
2. 局方批准日期/FAA Approved Date	1969 年 8 月 21 日/August 21, 1969
3. CAAC 批准日期/CAAC Approved Date	2015 年 6 月 2 日/June 2, 2015

II 技术特性和运行限制/Technical Characteristic and Operational Limitations

发动机	2 台 Pratt & Whitney JFTD12A-4A 发动机 (装有 Hamilton 标准燃油控制 JFC56-4) 中国民用航空局型号认可证编号: VTC0312E
Engine	2 Pratt & Whitney JFTD12A-4A (with Hamilton Standard Fuel Control JFC56-4) CAAC VTC No. VTC0312E
燃油	航空煤油 Jet A 、 Jet A-1 、 Jet B、 JP-4、 JP-5、 JP-8、 JP-8+100 (符合 Pratt & Whitney Aircraft SB 2016)
Fuel	Aviation Kerosene Jet A or Jet A-1 or Jet B or JP-4 or JP-5 or JP-8 or JP-8+100 (conforming to Pratt & Whitney Aircraft SB 2016)

发动机限制 Engine limits

海平面静态标准大气条件/Sea Level Static, Standard Day Conditions

	轴马力 SHAFT HP	动力涡轮转速 Power Turbine RPM	燃气涡轮转速 Gas Gen RPM	动力涡轮间温度 Power Turbine Inlet TEMP(T5)
起飞 (5 分钟) /Takeoff(5min)	4500	9500 (105%N2)	16700 (104.2%N1)	688° C
单发失效 (30 分钟) / One engine inoperative(30min)	4500	9500 (105%N2)	16700 (104.2%N1)	688° C
最大连续 /Maximum Continuous	4000	9500 (105%N2)	16700 (104.2%N1)	655° C
允许的最大超转/ Allowable Maximum overspeed		10350 (114%N2)	16700 (104.2%N1)	
加速限制 (2 分钟) / Acceleration limit (2 min)				688° C

起飞和最大连续功率通常是在涡轮转速在 9000rpm (100%N2) 中获得。

双发功率和起飞时限制在 6600 轴马力、最大连续限制在 5400 轴马力

Takeoff and maximum continuous horsepower ratings are normally obtained at a power turbine speed of 9,000 rpm (100%N2)

Total power for two-engine operation is limited to 6,600 s.hp. for takeoff, and 5,400 s.hp. maximum continuous.

旋翼限制/Rotor limits

无动力/Power off

有动力/Power on

Max 110% Nr (204 r.p.m.)

Max 104% Nr (193 r.p.m.)

Min 89% Nr (165 r.p.m.)

Min 100% Nr (185 r.p.m.)

空速限制

最大重量在 42000lb 时 VNE 为 114m.p.h。空速限制随总重减小而增加及随高度变化值，参考旋翼航空器飞行手册。

Airspeed Limits

VNE (never exceed) 114 m.p.h. (99 knots) at 42,000 lb gross weight. For increased airspeed limits at lower gross weights and variation of VNE with altitude refer to Rotorcraft Flight Manual

重心限制/C.G. Limits

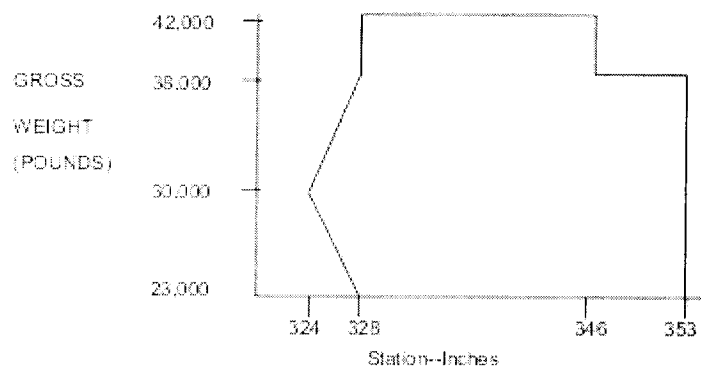
23,000lb 时(+328.0) to (+353.0) at 23,000 lb

30,000 lb 时 (+324.0) to (+353.0) at 30,000 lb

38,000 lb 时 (+328.0) to (+353.0) at 38,000 lb

38,000 lb 时(+328.0) to (+346.0) at 38,000 lb

42,000 lb 时 (+328.0) to (+346.0) at 42,000 lb



空机重心范围

无

Empty Weight C.G. Range

None

坐标/Datum

主旋翼轴心向前 336 英寸/336 inches forward of main rotor centroid

顶水平方式

从驾驶舱后门内侧顶部水平平台放置铅垂线

Leveling Means

Plumb line from top level plate inside cockpit aft door

最大重量/Maximum weight

42,000 lbs.

座位数

5 人, 2 人在 (+94.0), 1 人在 (+108.5), 1 人在(+127.0), 1 人在 (+130.0)。

No. of Seats

5. 2 at (+94.0), 1 at (+108.5), 1 at (+127.0), 1 at (+130.0).

最大行李	500lb 在 (+124.0) 两个最大允许地板载荷 300 p.s.f. 的每个舱最大允许装载为 250lb 的行李舱, 有关超出载荷的行李信息见备注 3
Maximum baggage	500 lb at (+124.0) Two baggage compartments with a maximum allowable floor loading of 300 p.s.f. and a total allowable load of 250 lb each compartment. See NOTE 3 for information pertaining to the carriage of external loads
燃油容量	1356 gal. (454 gal. 在 (+280.8), 454 gal. 在 (+397.3), 448 gal. 在 (+461.3)).
Fuel capacity	1356 gal. (454 gal. at (+280.8), 454 gal. at (+397.3), 448 gal. at (+461.3)).
滑油容量	2.6 gal. (+234.0) (2 个油箱每个 1.3 gal.) 见备注 1 系统燃油和滑油参数。
Oil capacity	2.6 gal. (+234.0) (2 tanks 1.3 gal. each). See NOTE 1 for data on system fuel and oil.
旋翼桨叶和控制位移	针对定位资料, 参考维护手册
Rotor Blade & Control Movements	For rigging information, refer to Maintenance Manual.
序列号范围/Serial Nos. Eligible	64002, 64003, 64015, 64017, 64018, 64019, 64033, 64034D, 64037, 64058, 64061, 64064, 64065, 64066, 64079, 64099, 64101, 641001, 64052, 64028, 64038, 64050, 64016, 64022, 64027, 64042, 64E3001, 及后续系列号/and subsequent.
审定基础	1965 年 2 月 1 日颁发的 FAR29, 包含修正案 29-1 and 29-2, 除 29.855(d), 及专用条件 No. 29-014-SC
Certification Basis	FAR 29, 1 February 1965, including Amendments 29-1 and 29-2 except FAR 29.855(d), and Special Conditions No. 29-014-SC
CAAC 认可审定基础	CAAC 接受 FAA 对应于型号合格证 H6EA, 数据单为 2014 年 8 月 13 日的第 14 版中的审定基础为认可审定基础, 以及以下附加技术要求: 1. 依据 CCAR 21.29 (5), 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必须至少是中文表述。 2. 依据 第 29.2 条 特别追溯要求, 对于 2003 年 8 月 1 日以后制造的各旋翼航空器, 申请人必须表明每个乘员座椅均装有满足本条(a)、(b)和(c)要求的安全带和肩带。 a) 每个乘员座椅必须具有一套单点脱扣的组合式安全带和肩带。每个驾驶员的组合式安全带和肩带必须允许驾驶员在系上安全带和肩带就座时能够完成飞行操作所有必需的功能。安全带和肩带不使用时必须有措施将其固定, 以免妨碍旋翼航空器的操作和应急情况下的快速撤离。 b) 必须用安全带加上能防止头部与任何伤害性物体碰撞的肩带, 保护每个乘员免受严重的头部损伤。

c) 在适用的情况下，安全带和肩带必须满足旋翼航空器型号审定基础规定的静强度和动强度要求。

d) 对本条而言，旋翼航空器的制造日期按下列日期确定：

i. 反映旋翼航空器完工并满足中国民用航空总局（以下简称民航总局）批准的型号设计资料的验收检查记录或等效记录的日期；或

ii. 外国适航当局证明该旋翼航空器完工并颁发初始标准适航证或等效文件的日期。

3. 燃油应符合“中国国标 3 号喷气燃料-GB6537-2006”规范的要求

CAAC Validation Certification Basis

CAAC Validation Basis is Based on FAA certification basis of H6EA, Revision 14, August 13, 2014, and following Additional Technical Conditions:

1. As per CCAR 21.29(5), all literal markings and placards on an airplane used for indicating passengers or outboard rescue personnel of the location of doors and their means of opening must be at least in Chinese language.

2. As per CCAR 29.2 Special retroactive requirements, For each rotorcraft manufactured after August 01, 2003, each applicant must show that each occupant's seat is equipped with a safety belt and shoulder harness that meets the requirements of paragraphs (a), (b), and (c) of this section.

a) Each occupant's seat must have a combined safety belt and shoulder harness with a single-point release. Each pilot's combined safety belt and shoulder harness must allow each pilot, when seated with safety belt and shoulder harness fastened, to perform all functions necessary for flight operations. There must be a means to secure belts and harnesses, when not in use, to prevent interference with the operation of the rotorcraft and with rapid egress in an emergency.

b) Each occupant must be protected from serious head injury by a safety belt plus a shoulder harness that will prevent the head from contacting any injurious object.

c) The safety belt and shoulder harness must meet the static and dynamic strength requirements, if applicable, specified by the rotorcraft type certification basis.

d) For purposes of this section, the date of manufacture is either –

i. The date the inspection acceptance records, or equivalent, reflect that the rotorcraft is complete and meets the CAAC-Approved Type Design Data; or

ii. The date that the foreign civil airworthiness authority certifies the rotorcraft is complete and issues an original standard airworthiness certificate, or equivalent, in that country.

3. Fuel confirming to specification “PRC National Standard No.3 Jet Fuel

GB6537-2006

型号合格证申请日期 1967-11-27

Type Certificate Application Date 11/27/67

型号合格证颁发日期 1969-08-21

S-64E 是为了将其当成工业飞行起重机而设计的。它最初目的是为了外部货物运输使用，审定基础也是按照这个目的而制定的。专用技术条件 No. 29-014-SC 包括了考虑了按照 FAR 91 部无外部装载下工业飞行起重运行而对 FAR 29 的修改及满足 FAR 133 部 D 章要求的旋翼航空器载荷组合

Type Certificate Issued 08/21/69

The S-64E is designed and intended to be operated as an industrial flying crane. It is primarily intended to carry cargo in external load operations and the certification basis has been developed for that purpose. Special Conditions No. 29-014-SC include modifications to sections of FAR 29 considered appropriate for industrial flying crane operation without external loads under FAR 91 and for rotorcraft-load combinations meeting the requirements of Subpart D of FAR 133.

第 3 部分 S-64F (运输类旋翼航空器) (见所有型号部分) (见备注部分) 1970 年 11 月 25 日批准

SECTION 3 MODEL NUMBER: S-64F (Transport Category Rotorcraft) (See ALL MODEL Section) (See NOTES Section) Approved: 11/25/70

I. 总则/General

1. 衍生型或型别/Variant or Model	S-64F
适航类别/Airworthiness Category	运输类旋翼航空器/Transport Category Rotorcraft
型号合格证持有人/Type Certificate Holder	Erickson Incorporated, DBA Erickson Air-Crane
2. 局方批准日期/FAA Approved Date	1970 年 11 月 25 日/November 25, 1970
3. CAAC 批准日期/CAAC Approved Date	2015 年 6 月 2 日/June 2, 2015

II 技术特性和运行限制/Technical Characteristic and Operational Limitations

发动机	2 台 Pratt & Whitney JFTD12A-5A 发动机 (装有 Hamilton 标准燃油控制 JFC56-6) 中国民用航空局型号认可证编号: VTC0312E
Engine	2 Pratt & Whitney JFTD12A-5A (with Hamilton Standard Fuel Control JFC56-6) CAAC VTC No. VTC0312E
燃油	航空煤油 Jet A 、 Jet A-1 、 Jet B、 JP-4、 JP-5、 JP-8、 JP-8+100 (符合 Pratt & Whitney Aircraft SB 2016)
Fuel	Aviation Kerosene Jet A or Jet A-1 or Jet B or JP-4 or JP-5 or JP-8 or JP-8+100 (conforming to Pratt & Whitney Aircraft SB 2016)

发动机限/Engine limits

海平面静态标准大气条件/Sea Level Static, Standard Day Conditions

	轴马力 SHAFT HP	动力涡轮转速 Power Turbine RPM	燃气涡轮转速 Gas Gen RPM	动力涡轮间温度 Power Turbine Inlet TEMP(T5)
起飞 (5 分钟) /Takeoff(5min)	4800	9500 (105%N2)	16700 (104.2%N1)	720° C
单发失效 (30 分钟) One engine inoperative(30min)	4800	9500 (105%N2)	16700 (104.2%N1)	720° C
最大连续 /Maximum Continuous	4430	9500 (105%N2)	16700 (104.2%N1)	675° C
允许的最大超转 Allowable Maximum overspeed		10350 (114%N2)	16700 (104.2%N1)	
加速限制 (2 分钟) Acceleration limit (2 min)				720° C
启动限制 (2 秒) / Starting limit(2 sec)				525° C

起飞和最大连续功率通常是在涡轮转速在 9000rpm (100%N2) 中获得

双发功率和起飞时限制在 6600 轴马力、最大连续限制在 7900 轴马力

Takeoff and maximum continuous horsepower ratings are normally obtained at a power turbine speed of 9,000 rpm (100%N2)

Total power for two-engine operation is limited to 7900 s.hp. for takeoff, and 6600 s.hp. maximum continuous.

旋翼限制/Rotor limits

无动力 Power off	有动力 Power on
Max 110% Nr (204 r.p.m.)	Max 104% Nr (193 r.p.m.)
Min 95% Nr (176 r.p.m.)	Min 100% Nr (185 r.p.m.)

空速限制

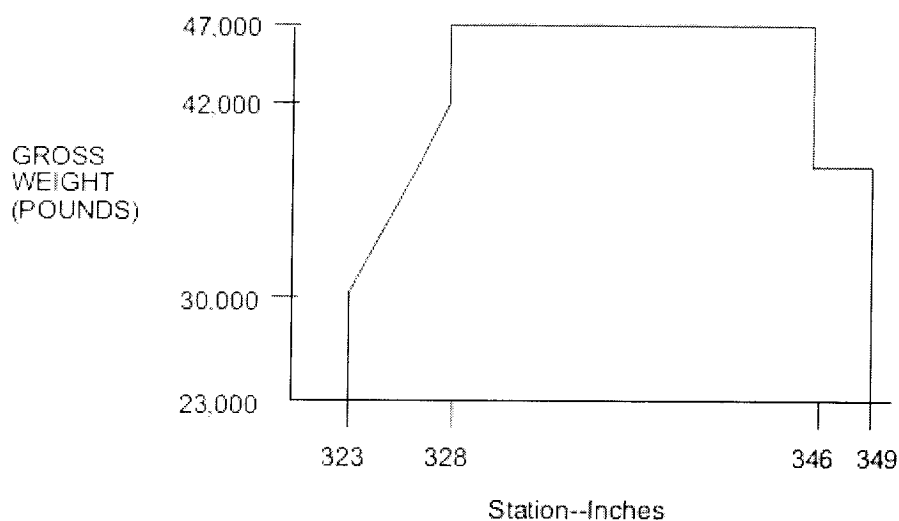
最大重量在 47000lb 时 VNE 为 120m.p.h (104 节)。空速限制随总重减小而增加及随高度变化值，参考旋翼航空器飞行手册。

Airspeed Limits

VNE (never exceed) 120 m.p.h. (104 knots) at 47,000 lb gross weight. For airspeed limits at lower gross weights and variation of VNE with altitude refer to Rotorcraft Flight Manual

重心限制/C.G. Limits

23,000lb, (+323.0) to (+349.0) at 23,000 lb
 30,000 lb, (+323.0) to (+349.0) at 30,000 lb
 38,000 lb, (+326.4) to (+349.0) at 38,000 lb
 38,000 lb, (+326.4) to (+346.0) at 38,000 lb
 42,000 lb, (+328.0) to (+346.0) at 42,000 lb
 47,000lb, (+328.0) to (+346.0) at 47,000 lb



空机重心范围

无

Empty Weight C.G. Range

None

坐标

主旋翼轴心向前 336 英寸

Datum

336 inches forward of main rotor centroid

顶水平方式

从驾驶舱后门内侧顶部水平平台放置铅垂线。

Leveling Means	Plumb line from top level plate inside cockpit aft door
最大重量/Maximum weight	47,000 lbs.
座位数	5 人. 2 人在(+94.0), 1 人在(+108.5), 1 人在(+127.0), 1 人在(+130.0).
No. of seats	5. 2 at (+94.0), 1 at (+108.5), 1 at (+127.0), 1 at (+130.0)
最大行李	500lb 在 (+124.0) 两个最大允许地板载荷 300 p.s.f. 的每个舱最大允许装载为 250lb 的行李舱, 有关超出载荷的行李的信息见备注 3。
Maximum baggage	500 lb at (+124.0) Two baggage compartments with a maximum allowable floor loading of 300 p.s.f. and a total allowable load of 250 lb each compartment. See NOTE 3 for information pertaining to the carriage of external loads.
燃油容量/Fuel capacity	1356 gal. (454 gal. at (+280.8), 454 gal. at (+397.3), 448 gal. at (+461.3)).
滑油容量	2.6 gal. (+234.0) (2 个油箱每个 1.3 gal.) 见备注 1 系统燃油和滑油参数。
Oil capacity	2.6 gal. (+234.0) (2 tanks 1.3 gal. each). See NOTE 1 for data on system fuel and oil.
旋翼桨叶和控制位移	针对定位资料, 参考维护手册
Rotor Blade & Control Movements	For rigging information, refer to Maintenance Manual
序列号范围/Serial Nos. Eligible	64081, 64084, 64085, 64086, 64091, 64093, 64097, 64067, 64078, 64080, 64088, 64089, 64090, 64095, 64098, 64F5001, 及后续系列号/and subsequent.
审定基础	1965 年 2 月 1 日颁发的 FAR29, 包含修正案 29-1 and 29-2, 除 29.855(d), 及专用条件 No. 29-014-SC 包括修正案 No.1。
Certification Basis	FAR 29, 1 February 1965, including Amendments 29-1 and 29-2 except FAR 29.855(d), and Special Conditions No. 29-014-SC including Amendment No. 1.
CAAC 认可审定基础	CAAC 接受 FAA 对应于型号合格证 H6EA, 数据单为 2014 年 8 月 13 日的第 14 版中的审定基础为认可审定基础, 以及以下附加技术要求: 1. 依据 CCAR 21.29 (5), 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必须至少是中文表述。 2. 依据 第 29.2 条 特别追溯要求, 对于 2003 年 8 月 1 日以后制造的各旋翼航空器, 申请人必须表明每个乘员座椅均装有满足本条(a)、(b)和(c)要求的安全带和肩带。 a) 每个乘员座椅必须具有一套单点脱扣的组合式安全带和肩带。每个驾驶员的组合式安全带和肩带必须允许驾驶员在系上安全带和肩带就座时能够完

成飞行操作所有必需的功能。安全带和肩带不使用时必须有措施将其固定，以免妨碍旋翼航空器的操作和紧急情况下的快速撤离。

b) 必须用安全带加上能防止头部与任何伤害性物体碰撞的肩带，保护每个乘员免受严重的头部损伤。

c) 在适用的情况下，安全带和肩带必须满足旋翼航空器型号审定基础规定的静强度和动强度要求。

d) 对本条而言，旋翼航空器的制造日期按下列日期确定：

i. 反映旋翼航空器完工并满足中国民用航空总局（以下简称民航总局）批准的型号设计资料的验收检查记录或等效记录的日期；或

ii. 外国适航当局证明该旋翼航空器完工并颁发初始标准适航证或等效文件的日期。

3. 燃油应符合“中国国标 3 号喷气燃料-GB6537-2006”规范的要求。

CAAC Validation Certification Basis

CAAC Validation Basis is Based on FAA certification basis of H6EA, Revision 14, August 13, 2014, and following Additional Technical Conditions:

1. As per CCAR 21.29(5), all literal markings and placards on an airplane used for indicating passengers or outboard rescue personnel of the location of doors and their means of opening must be at least in Chinese language.

2. As per CCAR 29.2 Special retroactive requirements, For each rotorcraft manufactured after August 01, 2003, each applicant must show that each occupant's seat is equipped with a safety belt and shoulder harness that meets the requirements of paragraphs (a), (b), and (c) of this section.

a) Each occupant's seat must have a combined safety belt and shoulder harness with a single-point release. Each pilot's combined safety belt and shoulder harness must allow each pilot, when seated with safety belt and shoulder harness fastened, to perform all functions necessary for flight operations. There must be a means to secure belts and harnesses, when not in use, to prevent interference with the operation of the rotorcraft and with rapid egress in an emergency.

b) Each occupant must be protected from serious head injury by a safety belt plus a shoulder harness that will prevent the head from contacting any injurious object.

c) The safety belt and shoulder harness must meet the static and dynamic strength requirements, if applicable, specified by the rotorcraft type certification basis.

d) For purposes of this section, the date of manufacture is either –

i. The date the inspection acceptance records, or equivalent, reflect that the rotorcraft is complete and meets the CAAC-Approved Type Design Data; or

ii. The date that the foreign civil airworthiness authority certifies the rotorcraft is complete and issues an original standard airworthiness certificate, or equivalent, in that country.

3. Fuel confirming to specification “PRC National Standard No.3 Jet Fuel GB6537-2006.

型号合格证申请日期 1969-04-02

Type Certificate Application Date 04/02/69.

型号合格证修订日期 1970-11-25

S-64F 为了将其当成工业飞行起重机而设计的。它最初目的是为了外部货物运输使用，审定基础也是按照这个目的而制定的。专用技术条件 No. 29-014-SC 包括了考虑了按照 FAR 91 部无外部装载下工业飞行起重运行而对 FAR 29 的修改及满足 FAR 133 部 D 章要求的旋翼航空器载荷组合

Type Certificate Amended 11/25/70

The S-64F is designed and intended to be operated as an industrial flying crane. It is primarily intended to carry cargo in external load operations and the certification basis has been developed for that purpose. Special Conditions No. 29-014-SC include modifications to sections of FAR 29 considered appropriate for industrial flying crane operation without external loads under FAR 91 and for rotorcraft-load combinations meeting the requirements of Subpart D of FAR 133.

第 4 部分 所有型别相关数据

SECTION 4 THE DATA TO ALL MODELS OF THIS SERIES

生产基础

生产合格证 716NM

Production Basis

Production Certificate 716NM

设备

直升机审定时根据适航规章（见审定基础）所需要的基本的设备必须安装。另外，必须要有以下与设备有关的项目：(a)FAA 批准的旋翼航空器飞行手册。

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see certification basis) must be installed in the aircraft for certification. In addition, the following items of equipment are required: (a) FAA Approved Rotorcraft Flight Manual.

备注/Notes:

备注 1 当前重量和平衡报告所含设备清单包括在审定空重和装载指导中，必要时为每架直升机提供原始审定时的重量平衡报告。审定空重和对应重心位置必须包含无法排净的滑油 5lb (+234.0) 和不可用燃油 26lb (10lb 在 (+290)，9lb 在 (+370.0)，7lb 在 (+461))

NOTE 1 Current weight and balance report including list of required equipment and equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each helicopter at the time of original certification. The certificated empty weight and corresponding C.G. locations must include undrainable oil of 5 lb (+234.0) and unusable fuel of 26 lb (10 lb at (+290.0), 9 lb at (+370.0), 7 lb at (+461.0)).

备注 2 下述标牌必须显示在飞行员前，且在视界范围内清晰可见。

"THIS HELICOPTER MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS SPECIFIED IN THE FAA APPROVED ROTORCRAFT FLIGHT MANUAL."

NOTE 2 The following placard must be displayed in front of and in clear view of the pilot:

"THIS HELICOPTER MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS SPECIFIED IN THE FAA APPROVED ROTORCRAFT FLIGHT MANUAL."

备注 3 在机身和主起落架上的结构硬点结构样式；单点绞车和四点平衡悬挂系统，为外部载荷运输提供了可能，关于这些设备的运行限制包含在旋翼航空器飞行手册中。

NOTE 3 Provisions for the carriage of external loads are available in the form of structural hard points on the fuselage and main landing gear; single point hoist; and a four point load leveler suspension system. Information concerning the operating limitations with this equipment is contained in the Rotorcraft Flight Manual.

备注 4 关于直升机的维护信息包含在生产商为每架机提供的维护手册中，除维护手册外，直升机应安以下服务通告使用和
维护：

Model S-64E

1. 部件推荐的最大大修间隔时间内见服务通告 64B General-2

Model S-64F

1. 推荐的部件最大大修间隔时间内见服务通告 64B General-2。

另外，为旋翼航空器建立了以下适航限制：

Model S-64E

1. 部件寿命见 FAA 旋翼航空器审定办公室批注的服务通报 64B General-1

Model S-64F

1. 服务通告 64F General-1 寿命时间表。FAA 旋翼航空器审定办公室批准
2. 服务通告 64F General-3 强制结构检查。FAA 旋翼航空器审定办公室批准

NOTE 4 Information essential to the proper maintenance of the helicopter is contained in the manufacturer's Maintenance Manual provided with each helicopter. In addition to the maintenance manuals, the helicopters are to be serviced and maintained according to the following Service Bulletins:

Model S-64E:

1. Service Bulletin 64B General-2 for component maximum recommended time between overhaul.

Model S-64F:

1. Service Bulletin 64F General-2 for component maximum recommended time between overhaul.

In addition, the following Airworthiness Limitations have been established for this Rotorcraft:

Model S-64E:

1. Service Bulletin 64B General-1 for component retirement times. FAA approved by the Rotorcraft Certification Office (RCO).

Model S-64F:

1. Service Bulletin 64F General-1 Time Limits-Retirement Schedule. FAA approved by RCO.
2. Service Bulletin 64F General-3 Mandatory Structural Inspections. FAA approved by RCO.

备注 5 按照型号 S-64F 直升机适航审定之前，军用型 CH-54B 必须依据 Erickson Air-Crane 文件 No. 1097 “主转换图纸清单，CH-54B 到 54B to S-64F ” 进行检查和更改，或与 Erickson Air-Crane General Arrangement Drawing 6401-10015, Rev D 或 FAA 之后批准的图纸相符。

NOTE 5 Prior to Airworthiness certification as a Model S-64F helicopter, either a military Model CH-54B helicopter must be inspected and modified according to Erickson Air-Crane Document No. 1097 “Master Conversion Drawing List, CH-54B to S-64F ”, or conforms to Erickson Air-Crane General Arrangement Drawing 6401-10015, Rev D, or later FAA approved revision level.

备注 6 按照型号 S-64E 直升机适航审定之前, 军用型 CH-54A 必须依据 Erickson Air-Crane 文件号 No. 1077, “CH-54A 到 S-64E 直升机的更改” 进行检查和更改。

NOTE6 Prior to Airworthiness certification as Model S-64E helicopter, military Model CH-54A helicopters must be inspected and modified according to Erickson Air-Crane Document No. 1077, “Modification of CH-54A to S-64E Helicopter.”

备注 7 FAA 没有发布 TCDS 第 5 版

NOTE7 Revision No. 5 to this TCDS was not published by the FAA

备注 8 型号 S-64E 和 S-64F 都被当做 “工业飞行起重直升机”

NOTE 8 Both S-64E and S-64F models are also known as “Industrial Flying Crane Helicopters.”

备注 9 中文标牌和标识包含在以下图纸当中

6401-20027 Rev G 或后续 CAAC 接受的版次

涂漆方案及标示, S-64E 型直升机

6401-10598 Rev K 或后续 CAAC 接受的版次

涂漆方案及标示, S-64F 型直升机

NOTE 9 Chinese Placards and markings are included in below drawing

6401-20027 Rev G or later CAAC accepted revision level

Color Scheme & Marking, S-64E Model helicopter

6401-10598 Rev K or later CAAC accepted revision level

Color Scheme & Marking, S-64F Model helicopter

- THE END -