

型号认可证数据单
THE VALIDATION DATA SHEET

编号/No: VTC0212A

版次/Revision: 7

型别/Type:

ERJ 190-100 IGW

ERJ 190-100 LR

ERJ 190-100 STD

ERJ 190-200 IGW

ERJ 190-200 LR

ERJ 190-200 STD

ERJ 190-100 ECJ

ERJ 190-300

ERJ 190-400

批准人/Approved By:



职务/Title: Director General

日期/Date: 2023-08-22

本数据单是型号认可证（编号 VTC0212A）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 a part of Validation Type Certificate (No: VTC0212A), prescribes conditions and limitations 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:

EMBRAER S.A.

Av. Brig. Faria Lima, 2170

12227-901 São José dos Campos – SP

BRAZIL

第 1 部分 概述 (所有机型)

SECTION 1 GENERAL (ALL MODELS)

1. 型号认可证数据单版次信息以及修订记录/ Revision and Change Record of the Validation of Type Certificate Data Sheet

数据单版次信息/Revision of the Type Certificate Data Sheet

	型号认可证数据单编号、版次和颁发日期 Validation of Type Certificate Data Sheet Number, Revision and issuance date	型号合格证数据单编号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前 /Current	VTC0212A, 版次 7, 2023 年 08 月 22 日	ANAC TCDS EA-2005T13, Revision 29, issued in MAY 2022
历史/ History	VTC0212A, 版次 6, 2022 年 11 月 10 日	ANAC TCDS EA-2005T13, Revision 29, issued in MAY 2022
历史/ History	VTC0212A, 版次 5, 2015 年 11 月 16 日	ANAC TCDS EA-2005T13, Revision 19, issued in OCT 2015
历史/ History	VTC0212A, 版次 4, 2012 年 8 月 10 日	ANAC TCDS EA-2005T13, Revision 16, issued in MARCH 2012
历史/ History	VTC0212A, 版次 3, 2012 年 5 月 2 日	ANAC TCDS EA-2005T13, Revision 16, issued in MARCH 2012
历史/ History	VTC0212A, 版次 2, 2011 年 8 月 9 日	ANAC TCDS EA-2005T13, Revision 14, issued in JUL 2011
历史/ History	VTC0212A, 版次 1, 2009 年 12 月 24 日	ANAC TCDS EA-2005T13, Revision 08, issued in MAR 2009
历史/ History	VTC0212A, 版次 0, 2008 年 5 月 12 日	ANAC TCDS EA-2005T13, Revision 05, issued in JAN 2008

注: 上表中出口国局方型号合格证数据单信息仅供参考

Note: Above TCDS information of Certification Authority is only for reference

CAAC认可数据单修订记录 / CAAC VTCDS Change Record

CAAC 认可数据单版次/ CAAC VTCDS Revision	修订记录/Change Record	备注 /Remark
版次/Rev 7	增加 ERJ 190-400 型别/ Add the model of ERJ 190-400	
版次/Rev 6	增加 ERJ 190-300 型别/ Add the model of ERJ 190-300	

2. 类别/Airworthiness Category: 运输类飞机/Transport Airplanes
3. 认可当局/Validation Authority: 中国民用航空局/CAAC
 审定当局/Certifying Authority: 巴西民用航空局/ANAC - AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL - BRASIL
4. 型号合格证持有人/Type Certificate Holder:
 EMBRAER S.A.
 Av. Brig.Faria Lima, 2170
 12227-901 São José dos Campos – SP
 Brazil

5. CAAC 特殊要求/CAAC Special Requirements:

交付到中国的每一架 ERJ 190-100/-200 系列飞机必须满足下述特殊要求:

Each of Series ERJ 190-100/-200 Airplanes delivered to China shall meet the following special requirements:

- (1) 中国民用航空燃油主要使用 3 号喷气燃油 (GB6537-2006)。在中国运行前, 飞机使用该燃油需经批准。
The Chinese fuel mainly used for civil aviation is No. 3 Jet fuel (GB6537-2006). The fuel needs to be approved for the airplanes before its operation in China.
- (2) 根据 CCAR21.29 (5) 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.

中文字符的尺寸应满足 CCAR 25.811(e)(4)(iii) 款和 CCAR 25.812 条的要求。
The dimension of the Chinese characters shall comply with the provision of the CCAR 25.811(e)(4)(iii) and CCAR 25.812.
- (3) 按适航管理文件 AA2002093 号规定, 应当符合驾驶舱门和保安规定。
As per Airworthiness Management Document No. AA2002093, the pilot compartment doors and the security considerations should comply with:

§25.772 驾驶舱舱门

对于驾驶舱和客舱之间装有可锁舱门的飞机,

- (a) 对于最大客座量超过 20 座的飞机, 应急出口构型必须设计为使机组成员或旅客均不必通过上述舱门即可达到为他们设置的应急出口; 并且
- (b) 如果驾驶舱门卡住时必须有措施使机组成员能直接从驾驶舱进入客舱; 并且
- (c) 在机组失能的情况下必须有应急方法使乘务员能进入驾驶舱。

§25.772 Pilot compartment doors.

For an airplane that has a lockable door installed between the pilot compartment and the passenger compartment:

- (a) For airplanes with a maximum passenger seating configuration of more than 20 seats, the emergency exit configuration must be designed so that neither crewmembers nor passengers require use of the flightdeck door in order to reach the emergency exits provided for them;
- (b) Means must be provided to enable flight crewmembers to directly enter the passenger compartment from the pilot compartment if the cockpit door becomes jammed.
- (c) There must be an emergency means to enable a flight attendant to enter the pilot compartment in the event that the flightcrew becomes incapacitated.

§25.795 保安因素

- (a) 驾驶舱保护。如果运行规定要求具备驾驶舱门, 则门的安装必须设计为:
 - (1) 阻止非授权人员暴力闯入, 并在门的关键部位能承受 300 焦耳 (221.3 英尺-磅) 的冲击, 包括门的把手能承受 250 磅 (1113 牛顿) 的恒定拉力, 并且
 - (2) 抗小型手枪和爆破设备击穿能力达等效于 (NIJ) 0101.04 标准。

§25.795 Security considerations.

(a) Protection of flightdeck. If a flightdeck door is required by operating rules, the door installation must be designed to:

- (1) Resist forcible intrusion by unauthorized persons and be capable of withstanding impacts of 300 Joules (221.3 foot-pounds) at the critical locations on the door, as well as a 250 pound (1113 Newtons) constant tensile load on the knob or handle, and

(2) Resist penetration by small arms fire and fragmentation devices to a level equivalent to level IIIa of the National Institute of Justice Standard (NIJ) 0101.04.

- (4) 每架飞机必须安装快速接近存取记录器 (QAR) (参见 CAD97-MULT-38)。
Quick Access Recorder (QAR) must be installed on each aircraft (reference to CAD97-MULT-38).
- (5) 高度表高度显示为米制。
Altimeter should display flight altitude with the metric system.
- (6) 必须符合 ANAC 颁布的所有适用的适航指令。
All applicable airworthiness directives (ADs) issued by the ANAC shall be complied with.
- (7) 厕所垃圾箱灭火器所使用的灭火剂的要求 (参照 CAAC 适航指令 CAD2012-MULT-09)。
The requirements about lavatory disposal receptacle Fire Extinguishing agent (reference to CAAC Airworthiness Directive CAD2012-MULT-09).

CCAR-26《运输类飞机的持续适航与安全改进》：适用条款已包括在审定基础中，对于 CCAR-26 的任何修订，本 TC 持有人必须证明对适用条款的符合性。

CCAR-26 -Continued Airworthiness and Safety Improvements for Transport Category Airplanes: applicable provisions of Part 26 have been included in the certification basis. For any future Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

民航发[2012]30 号文《关于运输类飞机点火源防护追溯要求的通知》的要求已包括在审定基础中。

The requirements of Civil Aviation Order -Retrospective Requirements for Transport Category Airplane Ignition Sources Prevention (CAO No. 2012-30) have been included in the certification basis.

(见注释 14 和注释 15/ See Note 14 and Note 15)。

第 2 部分 数据

SECTION 2 DATA

I – ERJ 190-100 STD 型（运输类），ANAC 于 2005 年 8 月 30 日批准，CAAC 于 2008 年 5 月 12 日认可。

Model ERJ 190-100 STD (Transport Category), approved by ANAC on 30 August 2005, validated by CAAC on 12 May 2008.

发动机/ENGINE	两台通用电气公司（GE）CF34-10E5/CF34-10E5A1/CF34-10E6/ CF34-10E6A1/CF34-10E7 型发动机。见注释 8。/Two General Electric Engines (GE) model CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1 and CF34-10E7. See Note 8.
辅助动力装置/APU	Hamilton Sundstrand APS 2300 型/Hamilton Sundstrand model APS 2300.
燃油/FUEL	巴西规范 ANP No. 1/2003 – QAV1; 美国 ASTM 规范 D-1655 JET A or JET A1; 美国军用规范 MIL-T-83133A JP-8; 中国 3 号喷气燃油（GB6537-2006）; 俄罗斯规范 GOST 10227-86(RT, TS Premium 和 TS-1 Regular); 乌克兰规范 GSTU 320.001.499.43.011(TS-1); 乌克兰规范 GSTU 320.001.499.43.007(RT).
辅助动力装置限制/APU LIMITS	每分钟最大转速/Maximum RPM: 108% 最大发动机燃气温度/Maximum EGT: 1,032°C (起动/Start) 717°C (连续工作/Running) 其它限制见 Hamilton Sundstrand 文件 ESR 1235。 Other limitations as stated in Hamilton Sundstrand Document No ESR 1235.
滑油/OIL	发动机，辅助动力装置（APU）和组合驱动发电装置（IDG）滑油规范： MIL-PRF-7808 或 MIL-PRF-23699。/Engine, APU and IDG: MIL-PRF-7808 or MIL-PRF-23699.
空速限制/AIRSPEED LIMITS	最大运行限制速度/Maximum operating limit speed (V_{MO}): 0 m 到/to 2,438 m (*): 556 km/h (300 keas) 3,048 m 到/to 8,805 m (*): 593 km/h (320 keas) 8,805 m 到/to 12,497 m: 0.82 马赫/0.82Mach (*) 从 2,438 m 到 3,048 m 线性变化。/Linear variation from 2,438 m to 3,048 m. 机动速度/Maneuvering speed (V_A): 0 m (*): 463 km/h (250 keas) 7,800 m (*): 512 km/h (276 keas) 9,962 m (*): 515 km/h (278 keas) 9,962 m 到/to 12,497 m: 0.82 马赫/Mach (*) 在 0 m, 7,800 m 和 9,962 m 之间线性变化。/Linear variation between 0 m, 7,800 m and 9,962 m. 襟翼最大伸出速度/Maximum flap extended speed (V_{FE}): - 襟翼位置 1/Flap Position 1: 426 km/h (230 keas) - 襟翼位置 2/Flap Position 2: 398 km/h (215 keas) - 襟翼位置 3/Flap Position 3: 370 km/h (200 keas)

	- 襟翼位置 4/Flap Position 4: 333 km/h (180 keas) - 襟翼位置 5/Flap Position 5: 333 km/h (180 keas) - 全襟翼位置/Flap Position Full: 306 km/h (165 keas)
	最大起落架操作速度/Maximum landing gear operating speed (V_{LO}):
	- 收起/Retraction: 435 km/h (235 keas*) - 放下/Extension: 491 km/h (265 keas*)
	* keas 直到 6,096 m/keas up to 6,096 m
	最大放起落架速度/Maximum landing gear extended speed (V_{LE}): 491 km/h (265 keas)
	轮胎最大地面速度/Maximum tire ground speed: 362 km/h (225 mph)
重量重心范围/C.G.RANGE (起落架放下/landing gear extended)	47,790 kg 16,117 mm 到/to 16953 mm (6% 到/to 28.7% MAC) 47,000 kg 16,117 mm 到/to 16964 mm (6% 到/to 29% MAC) 37,000 kg 16,117 mm 到/to 16964 mm (6%到/to 29% MAC) 31,500 kg 16,117 mm 到/to 16839 mm (6%到/to 25.6% MAC) 30,600 kg 16,817 mm (25% MAC) 28 000 kg 16,552 mm 到/to 16758 mm (17% to 23,4% MAC)
(飞行限制范围/flight limit extension)	47,790 kg 16,043 到/to 17,026 mm (4%到/to 30.7% MAC) 47,000 kg 16,043 mm 到/to 17,037 mm (4%到/to 31% MAC) 37,000 kg 16,043 mm 到/to 17,037 mm (4%到/to 31% MAC) 31,500 kg 16,043 mm 到/to 16,912 mm (4%到/to 27.6% MAC) 28 000 kg 16 448 mm 到/to 16 831 mm (15% to 25,4% MAC)
	各给定点之间直线变化。/Straight-line variation between the points given.
	因起落架收起导致的弯矩/Moment due to landing gear retraction:
	-418,500 kg x mm. (随着收起飞机重量重心向前运动。/The aircraft CG is moved forward with the retraction.)
	受各点限制的范围：起飞时不允许 31500kg (6% MAC), 28000kg (17% MAC), 28000kg (23,4% MAC), 37000kg (29% MAC), 40400kg (29% MAC), 30100kg (22% MAC)和 29500kg (18,4% MAC)。/ The area limited by points: 31500kg (6% MAC), 28000kg (17% MAC), 28000kg (23,4% MAC), 37000kg (29% MAC), 40400kg (29% MAC), 30100kg (22% MAC), 29500kg (18,4% MAC) is not allowed for takeoff.
最大重量/MAXIMUM	停机坪/Ramp: 47,950 kg 起飞/Takeoff: 47,790 kg 着陆/Landing: 43,000 kg 零燃油/Zero Fuel: 40,800 kg
最大载客数/MAXIMUM PASSENGERS	114
最大行李重量/MAXIMUM BAGGAGE	货舱/Cargo compartment 最大载荷/Maximum load (kg) - 前/Forward: 1,850 - 后/Aft: 1,650

燃油油量/Fuel Capacity 最大可用燃油：16,152.6 公升(在+16,378mm 处两个 8,076.3 公升的油箱)/Maximum usable fuel:16,152.6liters(two tanks of 8,076.3 liters at +16,378 mm).
不可用燃油量：113.4 公升（每个燃油箱 56.7 公升，公斤与公升之比为 0.811）/Unusable fuel:113.4 liters (56.7 liters at 0.811 kg/liter in each tank).

II – ERJ 190-100 LR 型（运输类），ANAC 于 2005 年 8 月 30 日批准，CAAC 于 2008 年 5 月 12 日认可。

Model ERJ 190-100 LR(Transport Category), approved by ANAC on 30 August 2005, validated by CAAC on 12 May 2008.

发动机/ENGINE 两台通用电气公司（GE）CF34-10E5，CF34-10E5A1，CF34-10E6，CF34-10E6A1 和 CF34-10E7 型发动机。见注释 8。/Two General Electric Engines (GE) model CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1 and CF34-10E7. See Note 8.

辅助动力装置/APU Hamilton Sundstrand APS 2300 型/Hamilton Sundstrand model APS 2300.

燃油/FUEL 巴西规范 ANP No. 1/2003 – QAV1;
美国 ASTM 规范 D-1655 JET A or JET A1;
美国军用规范 MIL-T-83133A JP-8;
中国 3 号喷气燃油（GB6537-2006）;
俄罗斯规范 GOST 10227-86(RT, TS Premium 和 TS-1 Regular);
乌克兰规范 GSTU 320.001.499.43.011(TS-1);
乌克兰规范 GSTU 320.001.499.43.007(RT).

辅助动力装置限制/APU LIMITS 每分钟最大转速/Maximum RPM: 108%

最大发动机燃气温度/Maximum EGT: 1,032°C (起动/Start)
717°C (连续工作/Running)
其它限制见 Hamilton Sundstrand 文件 ESR 1235。
Other limitations as stated in Hamilton Sundstrand Document No ESR 1235.

滑油/OIL 发动机，辅助动力装置（APU）和组合驱动发电装置（IDG）滑油规范：MIL-PRF-7808 或 MIL-PRF-23699。/Engine, APU and IDG: MIL-PRF-7808 or MIL-PRF-23699.

空速限制/AIRSPEED LIMITS 最大运行限制速度/Maximum operating limit speed (V_{MO}):

- 0 m 到/to 2,438 m (*): 556 km/h (300 keas)
- 3,048 m 到/to 8,805 m (*): 593 km/h (320 keas)
- 8,805 m 到/to 12,497 m: 0.82 马赫/Mach

(*)从 2,438 m 到 3,048 m 线性变化。/Linear variation from 2,438 m to 3,048 m.

机动速度/Maneuvering speed (V_A):

- 0 m(*): 463 km/h (250 keas)
- 7,800 m (*): 512 km/h (276 keas)
- 9,962 m (*): 515 km/h (278 keas)
- 9,962 m 到/to 12,497 m: 0.82 马赫/Mach

(*)在 0 m, 7,800 m 和 9,962 m 之间线性变化。/Linear variation between 0, 7,800 m and 9,962 m.

襟翼最大伸出速度/Maximum flap extended speed (V_{FE}):

- 襟翼位置 1/Flap Position 1: 426 km/h (230 keas)
- 襟翼位置 2/Flap Position 2: 398 km/h (215 keas)
- 襟翼位置 3/Flap Position 3: 370 km/h (200 keas)
- 襟翼位置 4/Flap Position 4: 333 km/h (180 keas)
- 襟翼位置 5/Flap Position 5: 333 km/h (180 keas)
- 全襟翼位置 Flap Position Full: 306 km/h (165 keas)

最大起落架操作速度/Maximum landing gear operating speed (V_{LO}):

- 收起/Retraction 435 km/h (235 keas)
 - 放下/Extension 491 km/h (265 keas)
- * keas 直到 6,096 m/keas up to 6,096 m

最大放起落架速度/Maximum landing gear

extended speed (V_{LE}): 491 km/h (265 keas)

轮胎最大地面速度/Maximum tire ground speed: 362 km/h (225 mph)

重量重心范围/C. G. RANGE

((起落架放下/landing gear extended)

50,300 kg	16,220 mm 到/to 16,912 mm (8,8%到/to 27.6% MAC)
48,090 kg	16,117 mm to 16,945 mm (6%到/to 28,5% MAC)
47,000 kg	16,117 mm 到/to 16,964 mm (6%到/to 29% MAC)
37,000 kg	16,117 mm 到/to 16,964 mm (6%到/to 29% MAC)
31,500 kg	16,117 mm 到/to 16,839 mm (6%到/to 25.6% MAC)
30,600 kg	16,817 mm (25% MAC)
28 000 kg	16 552 mm 到/to 16 758 mm (17% to 23.4% MAC).

(飞行限制范围/flight limit extension)

50,300 kg	16,146 到/to 16,986 mm (6,8%到/to 29.6% MAC)
48,090 kg	16,043 mm 到/to 17,019 mm (4%到/to 30,5% MAC)
47,000 kg	16,043 mm 到/to 17,037 mm (4%到/to 31% MAC)
37,000 kg	16,043 mm 到/to 17,037 mm (4%到/to 31% MAC)
31,500 kg	16,043 mm 到/to 16,912 mm (4%到/to 27.6% MAC)
28 000 kg	16 448 mm 到/to 16831 mm (15% to 25.4% MAC)

各给定点之间直线变化。/Straight-line variation between the points given.

因起落架收起导致的弯矩/Moment due to landing gear retraction:

- -418,500 kg x mm.

(随着收起飞机重量重心向前运动/The aircraft CG is moved forward with the retraction.)

受各点限制的范围: 起飞时不允许 31500kg (6% MAC), 28000kg (17% MAC), 28000kg (23,4% MAC), 37000kg (29% MAC), 40400kg (29% MAC), 30100kg (22% MAC)和 29500kg (18,4% MAC)。 / The area limited by points: 31500kg (6% MAC), 28000kg (17% MAC), 28000kg (23,4% MAC), 37000kg (29% MAC), 40400kg (29% MAC), 30100kg (22% MAC), 29500kg (18,4% MAC) is not allowed for takeoff.

最大重量/MAXIMUM

停机坪/Ramp:	50,460 kg
起飞/Takeoff:	50,300 kg
着陆/Landing:	43,000 kg
零燃油/Zero Fuel:	40,800 kg

最大载客数/MAXIMUM PASSENGERS 114

最大行李重量/MAXIMUM BAGGAGE 货舱/Cargo compartment 最大载荷/Maximum load (kg)

- 前/Forward: 1,850
- 后/Aft: 1,650

燃油油量/FUEL CAPACITY 最大可用燃油: 16,152.6 公升(在+16,378 mm 处两个 8,076.3 公升的油箱)/Maximum usable fuel: 16,152.6 liters(two tanks of 8,076.3 liters at +16,378 mm).
不可用燃油量: 113.4 公升(每个燃油箱 56.7 公升, 公斤与公升之比为 0.811) /Unusable fuel: 113.4 liters (56.7 liters at 0.811 kg/liter in each tank).

合格的系列号/Serial Numbers Eligible 190-00004, 190-00006 及其后续者/190-00004, 190-00006 and subsequent.

III – ERJ 190-100 IGW 型 (运输类), ANAC 于 2005 年 8 月 30 日批准, CAAC 于 2008 年 5 月 12 日认可。

Model ERJ 190-100 IGW (Transport Category), approved by ANAC on 30 August 2005, validated by CAAC on 12 May 2008.

发动机/ENGINE 两台通用电气公司 (GE) CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1 和 CF34-10E7 型发动机。见注释 8。/Two General Electric Engines (GE) model CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1 and CF34-10E7. See Note 8.

辅助动力装置/APU Hamilton Sundstrand APS 2300 型/Hamilton Sundstrand model APS 2300.

燃油/FUEL 巴西规范 ANP No. 1/2003 – QAV1;
美国 ASTM 规范 D-1655 JET A or JET A1;
美国军用规范 MIL-T-83133A JP-8;
中国 3 号喷气燃油 (GB6537-2006);
俄罗斯规范 GOST 10227-86(RT, TS Premium 和 TS-1 Regular);
乌克兰规范 GSTU 320.001.499.43.011(TS-1);
乌克兰规范 GSTU 320.001.499.43.007(RT).

辅助动力装置限制/APU LIMITS 每分钟最大转速/Maximum RPM: 108%

最大发动机燃气温度/Maximum EGT: 1,032°C (起动/Start)
717°C (连续工作/Running)

其它限制见 Hamilton Sundstrand 文件 ESR 1235。
Other limitations as stated in Hamilton Sundstrand Document No ESR 1235.

滑油/OIL 发动机, 辅助动力装置 (APU) 和组合驱动发电装置 (IDG) 滑油规范: MIL-PRF-7808 或 MIL-PRF-23699。/Engine, APU and IDG: MIL-PRF-7808 or MIL-PRF-23699.

空速限制/AIRSPEED LIMITS 最大运行限制速度/Maximum operating limit speed (V_{MO}):

- 0 m 到/to 2,438 m (*): 556 km/h (300 keas)

- 3,048 m 到/to 8,805 m (*): 593 km/h (320 keas)
- 8,805 m 到/to 12,497 m: 0.82 Mach
- (*)从 2,438 m 到 3,048 m 线性变化。/Linear variation from 2,438 m to 3,048 m.

机动速度/Maneuvering speed (V_A):

- 0 m (*): 463 km/h (250 keas)
- 7,800 m (*): 512 km/h (276 keas)
- 9,962 m (*): 515 km/h (278 keas)
- 9,962 m 到/to 12,497 m: 0.82 Mach
- (*)在 0 m, 7,800 m 和 9,962 m 之间线性变化。/Linear variation between 0, 7,800 m and 9,962 m.

襟翼最大伸出速度/Maximum flap extended speed (V_{FE}):

- 襟翼位置 1/Flap Position 1: 426 km/h (230 keas)
- 襟翼位置 2/Flap Position 2: 398 km/h (215 keas)
- 襟翼位置 3/Flap Position 3: 370 km/h (200 keas)
- 襟翼位置 4/Flap Position 4: 333 km/h (180 keas)
- 襟翼位置 5/Flap Position 5: 333 km/h (180 keas)
- 全襟翼位置/Flap Position Full: 306 km/h (165 keas)

最大起落架操作速度/Maximum landing gear operating speed (V_{LO}):

- 收起/Retraction: 435 km/h (235 keas)
- 放下/Extension: 491 km/h (265 keas)
- * keas 直到 6,096 m/keas up to 6,096 m

最大放起落架速度/Maximum landing gear extended speed (V_{LE}):

491 km/h (265 keas)

轮胎最大地面速度/Maximum tire ground speed:

362 km/h (225 mph)

重量重心范围/C. G. RANGE
(起落架放下/landing gear extended)

51,800 kg	16,290 mm 到/to 16,890 mm (10.7%到/to 27% MAC)
48,090 kg	16,117 mm 到/to 16,945 mm (6%到/to 28.5% MAC)
47,000 kg	16,117 mm 到/to 16,964 mm (6%到/to 29% MAC)
37,000 kg	16,117 mm 到/to 16,964 mm (6%到/to 29% MAC)
31,500 kg	16,117 mm 到/to 16,839 mm (6%到/to 25.6% MAC)
30,600 kg	16,817 mm (25% MAC)
28 000 kg	16 552 mm 到/to 16 758 mm (17% to 23.4% MAC)

(飞行限制范围/flight limit extension)

51,800 kg	16,216 mm 到/to 16,964 mm (8.7%到/to 29% MAC)
48,090 kg	16,043 mm 到/to 17,019 mm (4%到/to 30.5% MAC)
47,000 kg	16,043 mm 到/to 17,037 mm (4%到/to 31% MAC)
37,000 kg	16,043 mm 到/to 17,037 mm (4%到/to 31% MAC)
31,500 kg	16,043 mm 到/to 16,912 mm (4%到/to 27.6% MAC)
28 000 kg	16 448 mm 到/to 16 831 mm (15% to 25.4% MAC)

各给定点之间直线变化。/Straight-line variation between the points given.

因起落架收起导致的弯矩/Moment due to landing gear retraction:

- -418,500 kg x mm.

(随着收起飞机重量重心向前运动/The aircraft CG is moved forward with the retraction.)

受各点限制的范围：起飞时不允许 31500kg (6% MAC), 28000kg (17% MAC), 28000kg (23,4% MAC), 37000kg (29% MAC), 40400kg (29% MAC), 30100kg (22% MAC)和 29500kg (18,4% MAC)。/ The area limited by points: 31500kg (6% MAC), 28000kg (17% MAC), 28000kg (23,4% MAC), 37000kg (29% MAC), 40400kg (29% MAC), 30100kg (22% MAC), 29500kg (18,4% MAC) is not allowed for takeoff.

最大重量/MAXIMUM

停机坪/Ramp:	51,960 kg
起飞/Takeoff:	51,800 kg 见注 9/see Note 9
着陆/Landing:	44,000 kg
零燃油/Zero Fuel:	40,900 kg

最大载客数/MAXIMUM PASSENGERS

114

最大行李重量/MAXIMUM BAGGAGE

货舱/Cargo compartment	最大载荷/Maximum load (kg)
• 前/Forward	1,850
• 后/Aft	1,650

燃油油量/FUEL CAPACITY

最大可用燃油：16,152.6 公升(在+16,378 mm 处两个 8,076.3 公升的油箱) /Maximum usable fuel:16,152.6 liters (two tanks of 8,076.3 liters at +16,378 mm).
不可用燃油量：113.4 公升（每个燃油箱 56.7 公升，公斤与公升之比为 0.811） /Unusable fuel: 113.4 liters (56.7 liters at 0.811 kg/liter in each tank).

合格的系列号/Serial Numbers Eligible

190-00004, 190-00006 及其后续者/190-00004, 190-00006 and subsequent.

IV – ERJ 190-100 ECJ 型（运输类），ANAC 于 2007 年 10 月 30 日批准，CAAC 于 2011 年 8 月 9 日认可。

Model ERJ 190-100 ECJ (Transport Category), approved by ANAC on 30 October 2007, validated by CAAC on 9 Aug 2011.

发动机/ENGINE

两台通用电气公司（GE）CF34-10E7B 或 CF34-10E6 型发动机。见注释 8。
/Two General Electric Engines (GE) model CF34-10E7B or CF34-10E6. See Note 8.

辅助动力装置/APU

Hamilton Sundstrand APS 2300 型/Hamilton Sundstrand model APS 2300.

燃油/FUEL

巴西规范 ANP No. 1/2003 – QAV1;
美国 ASTM 规范 D-1655 JET A or JET A1;
美国军用规范 MIL-T-83133A JP-8;
中国 3 号喷气燃油（GB6537-2006）;
俄罗斯规范 GOST 10227-86(RT, TS Premium 和 TS-1 Regular);
乌克兰规范 GSTU 320.001.499.43.011(TS-1);
乌克兰规范 GSTU 320.001.499.43.007(RT).

辅助动力装置限制/APU LIMITS

每分钟最大转速/Maximum RPM: 108%

最大发动机燃气温度/Maximum EGT: 1,032°C (起动/Start)
717°C (连续工作/Running)

其它限制见 Hamilton Sundstrand 文件 ESR 1235。

Other limitations as stated in Hamilton Sundstrand Document No ESR 1235.

滑油/OIL发动机, 辅助动力装置 (APU) 和组合驱动发电装置 (IDG) 滑油规范:
MIL-PRF-7808 或 MIL-PRF-23699。/Engine, APU and IDG: MIL-PRF-7808
or MIL-PRF-23699.**空速限制/AIRSPEED LIMITS**最大运行限制速度/Maximum operating limit speed (V_{MO}):

- 0 m 到/to 2,438 m (*): 556 km/h (300 keas)
 - 3,048 m 到/to 8,805 m (*): 593 km/h (320 keas)
 - 8,805 m 到/to 12,497 m: 0.82 Mach
- (*)从 2,438 m 到 3,048 m 线性变化。/Linear variation from 2,438 m to 3,048 m.

机动速度/Maneuvering speed (V_A):

- 0 m 到/to 4,572 m (*): 491 km/h (265 keas)
 - 7,800 m (*): 512 km/h (276 keas)
 - 9,962 m (*): 515 km/h (278 keas)
 - 9,962 m 到/to 12,497 m: 0.82 Mach
- (*)在 4,572 m, 7,800 m 和 9,962 m 之间线性变化。/Linear variation between 4,572, 7,800 m and 9,962 m.

襟翼最大伸出速度/Maximum flap extended speed (V_{FE}):

- 襟翼位置 1/Flap Position 1: 426 km/h (230 keas)
- 襟翼位置 2/Flap Position 2: 398 km/h (215 keas)
- 襟翼位置 3/Flap Position 3: 370 km/h (200 keas)
- 襟翼位置 4/Flap Position 4: 333 km/h (180 keas)
- 襟翼位置 5/Flap Position 5: 333 km/h (180 keas)
- 全襟翼位置/Flap Position Full: 306 km/h (165 keas)

最大起落架操作速度/Maximum landing gear operating speed (V_{LO}):

- 收起/Retraction: 435 km/h (235 keas)
 - 放下/Extension: 491 km/h (265 keas)
- * keas 直到 6,096 m/keas up to 6,096 m

最大放起落架速度/Maximum landing gear extended speed (V_{LE}):

491 km/h (265 keas)

轮胎最大地面速度/Maximum tire ground speed:

362 km/h (225 mph)

重量重心范围/C. G. RANGE (起落架放下/landing gear extended)

54,500 kg	16,415 mm 到/to 16,849 mm (14.1%到/to 25.9% MAC)
51,800 kg(*)	16,290 mm 到/to 16,890 mm (10.7%到/to 27% MAC)
	16 117 mm 到/to 16945 mm (6%到/to 28.5% MAC)
48 090kg	
47,000 kg	16,117 mm 到/to 16,964 mm (6%到/to 29% MAC)
37,000 kg	16,117 mm 到/to 16,964 mm (6%到/to 29% MAC)
31,500 kg	16,117 mm 到/to 16,839 mm (6%到/to 25.6% MAC)
30,600 kg	16,817 mm (25% MAC)
29,500 kg	16,573 mm (18.4% MAC)

(飞行限制范围/flight limit extension)	54 500 kg	(29,500 kg 和 48,090 kg 之间的数值对所有 ERJ 190-100 ECJ 飞机是适用的/Value between 29,500 kg and 48,090 are valid for all ERJ 190-100 ECJ airplanes)
	51,800 kg(*)	16,341 mm 到/to 16,923 mm (12.1%到/to 27.9% MAC)
	48,090 kg	16,216 mm 到/to 16,964 mm (8.7%到/to 29% MAC)
	47,000 kg	16,043 mm 到/to 17,019 mm (4%到/to 30.5% MAC)
	37,000 kg	16,043 mm 到/to 17,037 mm (4%到/to 31% MAC)
	31,500 kg	16,043 mm 到/to 17,037 mm (4%到/to 31% MAC)
	30,600 kg	16,043 mm 到/to 16,912 mm (4%到/to 27.6% MAC)
		16,890 mm (27% MAC)
(30,600 kg 和 48,090 kg 之间的数值对所有 ERJ 190-100 ECJ 飞机是适用的/Value between 30,600 kg and 48,090 are valid for all ERJ 190-100 ECJ airplanes)		

各给定点之间直线变化。/Straight-line variation between the points given.

因起落架收起导致的弯矩/Moment due to landing gear retraction:

- 414,100 kg x mm.
- 418,500 kg x mm. (*)

(随着收起飞机重量重心向前运动/The aircraft CG is moved forward with the retraction.)

受各点限制的范围：起飞时不允许 30,100kg(22% MAC),30,600kg (25% MAC), 37,000kg (29% MAC)和 40,400kg (29% MAC)。/The area limited by the points: 30,100 kg (22% MAC), 30,600 kg (25% MAC), 37,000 kg (29% MAC) and 40,400 kg (29% MAC) is not allowed for takeoff.

最大重量/MAXIMUM	停机坪/Ramp:	54,700 kg	51,960 kg (*)
	起飞/Takeoff:	54,500 kg	51,800 kg (*)
	着陆/Landing:	45,800 kg	44,000 kg (*)
	零燃油/Zero Fuel:	36,500 kg	40,900 kg (*)
		35,250 kg* pos-mod 服务通告 LIN190-00-0007-00	

最大载客数/MAXIMUM PASSENGERS	19(由 CCAR 25.807(g)所限制/Limited by CCAR 25.807(g))
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最大行李重量/MAXIMUM BAGGAGE	货舱/Cargo compartment	最大载荷/Maximum load (kg)
	• 前/Forward	320
	• 后/Aft	1,040

燃油油量/FUEL CAPACITY	最大可用燃油：27,232.0 公升(机翼油箱容量 16,155 公升，辅助燃油箱 11077.0 公升) /Maximum usable fuel:27,232.0 liters (16 155 liters in wing tanks and 11077.0 liters in auxiliary fuel tanks).	
	最大可用燃油：16,152.6 公升(在+16,378 mm 处两个 8,076.3 公升的机翼油箱)(*) /Maximum usable fuel:16,152.6 liters (two tanks of 8,076.3 liters in wing tanks with CG at +16,378 mm)(*).	
	不可用燃油量：165.2 公升（每个机翼油箱 72.1 公升，公斤与公升之比为 0.803，辅助油箱 21 公升）/Unusable fuel: 165.2 liters (72.1 liters at 0.803 kg/liter in each wing tank and 21 liters in auxiliary tanks).	
	不可用燃油量：113.4 公升（每个燃油箱 56.7 公升，公斤与公升之比为 0.811）(*)/Unusable fuel: 113.4 liters (56.7 liters at 0.811 kg/liter in each tank)(*).	

合格的系列号/Serial Numbers Eligible 190-00109 及其后续者/19000109 and subsequent.
(*) 数据仅适用于未贯彻 SB190LIN-28-0011, 系列号为 19000109 到 19000225 的飞机/Data applicable only to airplanes S/N 19000109 to 19000225 without SB190LIN-28-0011 incorporated.

与所有 ERJ 190-100 型别有关的数据

DATA PERTINENT TO ALL ERJ 190-100 MODELS

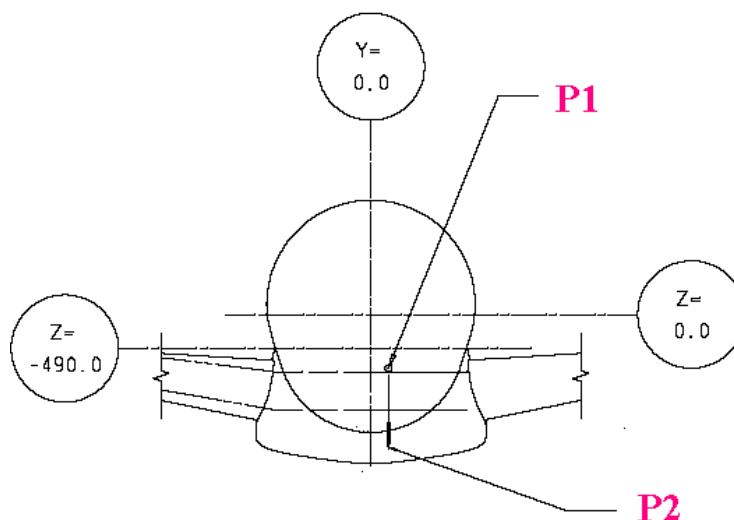
数据/DATUM

到机身中线的垂直平面位于机翼根部前长桁前 14,443 mm 处。该长桁位于机翼顶撑点前 414 mm 处。/ A perpendicular plane to the fuselage centerline, located at 14,443 mm ahead of the wing stub front spar. This spar is located 414 mm ahead of the wing jack point.

水平测量/LEVELING MEANS

P1 到 P2 的垂直线位于左侧起落架舱内部, 如下图所示/Plumb line between the points P1 to P2 located inside the landing gear compartment on the left side, as illustrated below.

下表给出的是水平测量机身坐标点 The table in following figure gives the leveling of fuselage coordinate points.



LEVELING OF FUSLG COORDINATE POINTS			
POINT	X	Y	Z
P1	17955.20	-250.00	-774.872
P2	17955.20	-250.00	-1683.47

平均气动弦/MEAN AERODYNAMIC CHORD

长度/Length: 3,682 mm.

平均气动弦前缘/Leading edge of mean aerodynamic chord:

X: 15,896 mm

Y: -5,644 mm

Z: -663 mm

审定基础/CERTIFICATION BASIS

与 FAR 25 相当的 RBHA 25 (运输类飞机适航要求), 包括下列修正案/Airworthiness Requirements - Transport Category Aircraft), corresponding to FAR 25, including amendments:

25-1 到 25-101 修正案加上下列修正案/25-1 through 25-101, plus the following amendments:

- 修正案 25-102, 25.981(c) 段除外/Amendment 25-102, except paragraph

- 25.981(c);
- 修正案 25-103(完整的)/Amendment 25-103, integral;
 - 修正案 25-104(完整的)/Amendment 25-104, integral;
 - 修正案 25-105(完整的)/Amendment 25-105, integral;
 - 修正案 25-107,25. 735(h)段除外/Amendment 25-107, except paragraph 25.735(h);
 - 修正案 25-108(完整的)/Amendment 25-108, integral;
 - 修正案 25-109(完整的)/Amendment 25-109, integral;
 - 修正案 25-110(完整的)/Amendment 25-110, integral;
 - 修正案 25-112(完整的)/Amendment 25-112, integral;
 - 修正案 25-113(完整的)/Amendment 25-113, integral;
 - 修正案 25-114(完整的)/Amendment 25-114, integral;
 - 修正案 25-117(完整的), 和/Amendment 25-117, integral; and
 - 修正案 25-120(完整的)/Amendment 25-120, integral.

注/Note: ERJ190-100 辅助燃油箱符合修正案 102, 25.981(c)/ERJ190-100 auxiliary fuel tanks complies with amendment 102 paragraph 25.981(c)

专用条件/Special Conditions:

- FCAR HES-01:发动机突然停车的发动机扭矩载荷/Engine torque loads for sudden engine stoppage (RBHA 21.16; RBHA/FAR 25.361);
- FCAR HES-06:系统和结构的相互作用/Interaction of systems and structures (RBHA 21.16; RBHA/FAR 25.671 和/and 25.1309);
- FCAR HSI-01:高强度辐射场(HIRF)防护/High intensity radiated fields (HIRF) protection (RBHA 21.16, RBHA/FAR 25.1309, 25.1333, 25.1431 和/and 25.1529);
- FCAR HSI-02:非正常电源下的运行/Operation without normal electrical power (RBHA 21.16, RBHA/FAR 25.1165(b), 25.1309, 25.1333(b) 和/and 25.1351);
- FCAR HDE-02:电子飞行控制系统:操纵面位置提示/Electronic flight control system: control surface position awareness (RBHA 21.16, RBHA/FAR 21.16, 25.143, 25.671 和/and 25.672);
- FCAR HDE-17:复飞期间对 ATTCS 性能的信任/Performance credit for ATTCS during go-around (RBHA 21.16, RBHA 25.117, 25.119(a), 25.121(d), 25.904, 25.1309 和/and Appendix I); 和/and
- FCAR HES-44:带有非传统的、大面积、非金属板的座椅/ Seats with Non-Traditional, Large, and Non-Metallic Panels (RBHA/FAR 25.853).

与 ERJ 190-100 ECJ 型别有关的数据/DATA PERTINENT TO ERJ 190-100 ECJ

- FCAR ES-06:系统和结构的相互作用/Interaction of systems and structures (RBHA 21.16; RBHA/FAR 25.671 和/and 25.1309);

等效安全判定/Equivalent Levels of Safety Findings:

- FCAR HES-13 ; 检查机动载荷/Checked maneuver loads (RBHA 21.21(b)(1); RBHA/FAR 25.331(c)(2));
- FCAR HES-19:燃油箱适坠性/Fuel tank crashworthiness (RBHA 21.21(b)(1); RBHA/FAR 25.721 和/and 25.963(d));
- FCAR HES-20:较小坠毁的判据/Minor crash criteria (RBHA 21.21(b)(1); RBHA/FAR 25.721 和 and 25.963(d));
- FCAR HES-36:应急出口定位标志/Emergency exit locator signs (RBHA

- 21.21(b)(1); RBHA/FAR 25.811(d)(3)).
- FCAR HSI-15:设备、系统及其安装/Equipment, systems and installations (RBHA 21.21(b)(1); RBHA/FAR 25.1309);
 - FCAR HSI-27:航行灯的等效安全判定/Equivalent level of safety finding for position lights (RBHA 21.21(b)(1); RBHA/FAR 25.1389(b), 25.1391, 25.1393 和 and 25.1395);
 - FCAR HSI-38:座舱通风 - 湿度要求 /Cabin ventilation – humidity requirement (RBHA 21.21(b)(1), RBHA/FAR 25.831(g));
 - FCAR HDE-16:对减少推力起飞期间使用自动功率储备性能的信任 /Performance credit for use of automatic power reserve (APR) during reduced thrust takeoffs (RBHA 21.21(b)(1); RBHA/FAR 25.904, 25.149 和/and Appendix I);
 - FCAR HPR-06:飞行关键反推/Flight critical thrust reverser (RBHA 21.21(b)(1); RBHA/FAR 25.933(a)(1)(ii) 和/and 25.1309(b)(1);
 - FCAR HPR-14: 仅有数字显示的涡轮发动机高-中压力转子速度 (N2)/Digital only display of turbine engine high/intermediate pressure rotor speed (N2) (RBHA 21.21(b)(1); RBHA/FAR 25.901, 25.1305, 25.1309, 25.1321 和/and 25.1549);
 - FCAR HPR-17: 采纳辅助动力装置协调要求/Adoption of APU harmonized requirements (RBHA 21.21(b)(1); RBHA/FAR 25 Subparts E, F 和/and G);
 - FCAR HPR-23: 缺少 ATTCS 系统接通-断开开关/Lack of on/off switch for ATTCS system (RBHA 21.21(b)(1); RBHA/FAR 25.117, 25.119(a), 25.121(d), 25.904, 25.1301, 25.1309, Appendix I);
 - FCAR HIS-55: 厕所氧气系统复原 / Lavatory Oxygen System restoration(RBAC 21.21(b)(1); RBHA/FAR 25.1441(c), 25.1443(c));
 - FCAR HES-43: 光致发光出口标记 /Photoluminescent Exit Sign(RBHA/FAR 25.812(b)(1)(ii),25.812(i)); 和/and
 - FCAR HIS-60: 新 LED 航行灯系统掺入超越/New LED Position Lights System Overlap Exceedance (RBHA/FAR 25.1389(b)(3),25.1395).

与 ERJ 190-100 ECJ 型别有关的数据/DATA PERTINENT TO ERJ 190-100 ECJ

- FCAR EI-01:III 型舱门附近的应急出口位置标示/Emergency Exit Locator Sign near Type III Door (RBHA 21.21(b)(1); RBHA/FAR 25.811(d)(1));
- FCAR EI-02:I 型舱门附近的应急出口位置标示/Emergency Exit Locator Sign near Type I Door (RBHA 21.21(b)(1); RBHA/FAR 25.811(d)(3));
- FCAR EI-03:应急出口标记尺寸/Emergency Exit Sign Dimensions (RBHA 21.21(b)(1); RBHA/FAR 25.812(b)(1));
- FCAR EI-04:飞行中接近 C 级行李舱/In-flight Accessible Class C Baggage Compartment (RBHA 21.21(b)(1); RBHA/FAR 25.857(c));

豁免/Exemptions:

- 非包容发动机爆裂转子击中增压舱/Uncontained engine rotor burst hitting pressurized cabin [RBHA/FAR 25.841(a)(2)(i) and (ii)] – 经有效日期为 2005 年 6 月 28 日的 DAC (ANAC) 595/DGAC 号布告同意/Granted through Ordinance DAC (ANAC) No. 595/DGAC, dated 28 June 2005; 和 /and
- 不可控高发动机推力/Uncontrollable high engine thrust [RBHA/FAR 25.901(c)] -经有效日期为 2005 年 6 月 16 日的 DAC (ANAC) 548/DGAC 号布告同意/Granted through Ordinance DAC (ANAC) No.

548/DGAC, dated 16 June 2005.

与 ERJ 190-100 ECJ 型别有关的数据/DATA PERTINENT TO ERJ 190-100 ECJ

- FCAR EI-05: 客舱内部舱门/Passenger Cabin Interior Doors (RBHA 11.25(b)(5); RBHA/FAR 25.813(e));
- FCAR EI-06: 牢固的扶手/Firm Handhold (RBHA 21.21(b)(1); RBHA/FAR 25.785(j));
- FCAR EI-07: 侧向沙发的动态试验要求/多处侧向座椅乘客的通用乘客保护/Dynamic Test Requirements for Side-Facing Divans(Sofas)/General Occupant Protection for Occupants of Multiple Place Side-Facing Seats(Divans) Installation (RBHA 11.25(b)(5); 25.562,25.785);

26 部/RBAC 26“运输类飞机持续适航和安全改进/Continued Airworthiness and Safety Improvements for Transport Category Airplanes”,2013 年 3 月 5 日生效的 26-01 修正案/Amendment 26-01, effective on 05 March 2013.

噪声标准/Noise Standards:

- RBHA 36 部（型号合格审定的噪声标准），与 ICAO 的附件 16 第 1 卷第 3 章（第 3 版）相当，并且包括在 ANAC 进行 ERJ-190 合格审定日期有效的所有修正案/RBHA 36 (Noise Standard - Type Certification), corresponding to ICAO Annex 16, Volume I Chapter 3 (third edition), and including all amendments effective on the date the ERJ-190 certification by the ANAC.

燃油排泄和排气派出物要求/Fuel venting and exhaust emission requirements:

- RBHA 34 部（型号合格审定的涡轮发动机飞机燃油排泄和排气派出物要求），与 FAR 34 相当，并包括在 ANAC 进行 ERJ-190 合格审定日期有效的修正案/RBHA 34 (Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes - Type Certification), corresponding to the FAR 34 and including the amendment effective on the date the ERJ-190 certification by the ANAC.

按照下列要求进行选装设计/Optional design requirements complied with:

- RBHA/FAR 25.801 – 水上迫降/Ditching;
- RBHA/FAR 25.1403 – 机翼结冰探测灯/Wing icing detection lights;
- RBHA/FAR 25.1411 和/and 25.1415 – 为水上迫降合格审定要求的安全设备/Safety equipment required for ditching certification;
- RBHA/FAR 25.1419 – 冰保护/Ice protection; 和/and
- RBHA/FAR 25.1421 – 扩音器/Megaphones.

型号合格申请日期/Application date for type certification:

- ERJ 190-100 STD: 2001 年 5 月 30 日/30 May 2001;
- ERJ 190-100 LR: 2001 年 5 月 30 日/30 May 2001;
- ERJ 190-100 IGW: 2001 年 5 月 30 日/30 May 2001; 和/and
- ERJ 190-100 ECJ: 2006 年 11 月 16 日/16 November 2006.

生产基础/PRODUCTION BASIS 生产批文为 2008 年 12 月 11 日生效的 CHE E-7203-01/

Production approved under CHE E-7203-01, dated 11 Dec. 2008.

要求的设备/REQUIRED EQUIPMENT

相关适航规章（见合格审定基础）要求的基本设备必须安装在飞机上。批准的设备列于 Embraer 技术报告 190-100TDS。ANAC 批准的编号为 AFM-1868 的飞机飞行手册必须装在飞机上。/The basic required equipment as prescribed in the applicable airworthiness regulations (see certification basis) must be installed in the airplane. The approved equipment is listed in the Embraer Technical Report 190-100TDS. The ANAC approved airplane flight manual P/N AFM-1868 must be on board.

V-ERJ 190-200 STD 型飞机（运输类），ANAC 于 2006 年 6 月 30 日批准，CAAC 于 2008 年 5 月 12 日认可。

Model ERJ 190-200 STD (Transport Category), approved by ANAC on 30 June 2006, validated by CAAC on 12 May 2008.

发动机/ENGINE

两台通用电气公司（GE）CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1 和 CF34-10E7 型发动机。见注释 8。/Two General Electric Engines (GE) model CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1 and CF34-10E7. See Note 8.

辅助动力装置/APU

Hamilton Sundstrand APS 2300 型/Hamilton Sundstrand model APS 2300.

燃油/FUEL

巴西规范 ANP No. 1/2003 – QAV1;
美国 ASTM 规范 D-1655 JET A or JET A1;
美国军用规范 MIL-T-83133A JP-8;
中国 3 号喷气燃油（GB6537-2006）;
俄罗斯规范 GOST 10227-86(RT, TS Premium 和 TS-1 Regular);
乌克兰规范 GSTU 320.001.499.43.011(TS-1);
乌克兰规范 GSTU 320.001.499.43.007(RT).

辅助动力装置限制/APU LIMITS

每分钟最大转速/Maximum RPM: 108%
最大发动机燃气温度/Maximum EGT: 1,032°C (起动/Start)
717°C (连续工作/Running)
其它限制见 Hamilton Sundstrand 文件 ESR 1235。
Other limitations as stated in Hamilton Sundstrand Document No ESR 1235.

滑油/OIL

发动机，辅助动力装置（APU）和组合驱动发电装置（IDG）滑油规范：
MIL-PRF-7808 或 MIL-PRF-23699/Engine, APU and IDG: MIL-PRF-7808 or MIL-PRF-23699.

空速限制/AIRSPEED LIMITS

最大运行限制速度(V_{MO})/Maximum operating limit speed (V_{MO}):

- 0 m 到/to 2,438 m (*): 556 km/h (300 keas)
- 3,048 m 到/to 8,805 m (*): 593 km/h (320 keas)
- 8,805 m 到/to 12,497 m: 0.82 马赫/0.82 Mach

 (*)从 2,438 m 到 3,048 m 线性变化。/Linear variation from 2,438 m to 3,048 m.
 机动速度/Maneuvering speed (V_A):

- 0 m(*): 469 km/h (253 keas)
- 7,800 m (*): 515 km/h (278 keas)

- 9,920 m (*): 517 km/h (279 keas)
 - 9,920 m 到/to 12,497 m: 0.82 Mach
- (*)在 0 m, 7,800 m 和 9,920 m 之间线性变化。/Linear variation between 0, 7 800 m and 9 920 m.

最大襟翼放下速度(V_{FE})/Maximum flap extended speed (V_{FE}):

- 襟翼位置 1/Flap Position 1: 426 km/h (230 keas)
- 襟翼位置 2/Flap Position 2: 398 km/h (215 keas)
- 襟翼位置 3/Flap Position 3: 370 km/h (200 keas)
- 襟翼位置 4/Flap Position 4: 333 km/h (180 keas)
- 襟翼位置 5/Flap Position 5: 333 km/h (180 keas)
- 全襟翼位置/Flap Position Full: 306 km/h (165 keas)

最大起落架操作速度(V_{LO})/Maximum landing gear operating speed (V_{LO}):

- 收起/Retraction: 463 km/h (250 keas*)
 - 放下/Extension: 491 km/h (265 keas*)
- * keas 直到 6096 m /keas up to 6096 m

最大放起落架速度(V_{LE})/Maximum landing gear extended speed (V_{LE}): 491 km/h (265 keas)

轮胎最大地面速度/Maximum tire ground speed: 362 km/h (225 mph)

重量重心范围/CG RANGE
(起落架伸出/landing gear extended)

48,790 kg	16,966 mm 到/to 17,849 mm (7% 到/to 31% MAC)
38,000 kg	16,966 mm 到/to 17,849 mm (7% 到/to 31% MAC)
31,800 kg	16,966 mm 到/to 17,724 mm (7% 到/to 27.6% MAC)
30,600 kg	17,702 mm (27% MAC)
29,500 kg	17,285 mm (18.4% MAC)
48,790 kg	16,892 mm 到/to 17,905 mm (5% 到/to 32.5% MAC)

(飞行限制范围/flight limit extension)

38,000 kg	16,892 mm 到/to 17,905 mm (5% 到/to 32.5% MAC)
31,800 kg	16,892 mm 到/to 17,776 mm (5% 到/to 29% MAC)
30,600 kg	17,757 mm (28.5% MAC)
48,790 kg	16,966 mm 到/to 17,849 mm (7 到/to 31% MAC)
38,000 kg	16,966 mm 到/to 17,849 mm (7 到/to 31% MAC)

CG RANGE (Cont.)

各给定点之间直线变化。/Straight-line variation between the points given.

因起落架收起导致的弯矩。/Moment due to landing gear retraction:

- -418,500 kg x mm.
(随着收起飞机重量重心向前运动/The aircraft CG is moved forward with the retraction.)

受各点限制的范围: 起飞时不允许 30,100kg(22% MAC),30,600kg (27% MAC), 38,000kg (31% MAC)和 43,400kg (31% MAC)。/The area limited by the points: 30,100 kg (22% MAC), 30,600 kg (27% MAC), 38,000 kg (31% MAC) and 43,400 kg (31% MAC) is not allowed for takeoff.

最大重量/MAXIMUM

停机坪/Ramp:	48,950 kg
起飞/Takeoff:	48,790 kg
着陆/Landing:	45,000 kg
零燃油/Zero Fuel:	42,500 kg

最大载客数/MAXIMUM PASSENGERS

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最大行李重量/MAXIMUM BAGGAGE	货舱/Cargo Compartment:	最大载荷/Maximum Load (kg):
	- 前/Forward 1,900 - 后/Aft 1,800	
燃油油量/FUEL CAPACITY	最大可用燃油: 16,152.6 公升(在+17,191 mm 处两个 8,076.3 公升的油箱) /Maximum usable fuel: 16,152.6 liters (two tanks of 8,076.3 liters at +16,378 mm). 不可用燃油量: 113.4 公升 (每个燃油箱 56.7 公升, 公斤与公升之比为 0.811) /Unusable fuel: 113.4 liters (56.7 liters at 0.811 kg/liter in each tank).	
合格的系列号/SERIAL NUMBERS ELIGIBLE	190-00005, 190-00029 及其后续者/190-00005, 190-00029 and subsequent.	

VI – ERJ 190-200 LR 型飞机 (运输类), ANAC 于 2006 年 6 月 30 日批准, CAAC 于 2008 年 5 月 12 日认可。

Model ERJ 190-200 LR (Transport Category), approved by ANAC on 30 June 2006, validated by CAAC on 12 May 2008.

发动机/ENGINE	两台通用电气公司 (GE) CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1 和 CF34-10E7 型发动机。见注释 8。/Two General Electric Engines (GE) model CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1 and CF34-10E7. See Note 8.	
辅助动力装置/APU	Hamilton Sundstrand APS 2300 型/Hamilton Sundstrand model APS 2300.	
燃油/FUEL	巴西规范 ANP No. 1/2003 – QAV1; 美国 ASTM 规范 D-1655 JET A or JET A1; 美国军用规范 MIL-T-83133A JP-8; 中国 3 号喷气燃油 (GB6537-2006); 俄罗斯规范 GOST 10227-86(RT, TS Premium 和 TS-1 Regular); 乌克兰规范 GSTU 320.001.499.43.011(TS-1); 乌克兰规范 GSTU 320.001.499.43.007(RT).	
辅助动力装置限制/APU LIMITS	每分钟最大转速/Maximum RPM:	108%
	最大发动机燃气温度/Maximum EGT: 1,032°C (起动/Start) 717°C (连续工作/Running) 其它限制见 Hamilton Sundstrand 文件 ESR 1235。 Other limitations as stated in Hamilton Sundstrand Document No ESR 1235.	
滑油/OIL	发动机, 辅助动力装置 (APU) 和组合驱动发电装置 (IDG) 滑油规范: MIL-PRF-7808 或 MIL-PRF-23699。/Engine, APU and IDG: MIL-PRF-7808 or MIL-PRF-23699.	
空速限制/AIRSPEED LIMITS	最大运行限制速度(V _{MO})/Maximum operating limit speed (V _{MO}):	
	• 0 m 到/to 2,438 m (*):	556 km/h (300 keas)
	• 3,048 m 到/to 8,805 m (*):	593 km/h (320 keas)
	• 8,805 m 到/to 12,497 m:	0.82 Mach

(*)从 2,438 m 到 3,048 m 线性变化。/Linear variation from 2,438 m to 3,048 m.

机动速度(V_A)/Maneuvering speed (V_A):

- 0 m (*): 469 km/h (253 keas)
 - 7,800 m (*): 515 km/h (278 keas)
 - 9,920 m (*): 517 km/h (279 keas)
 - 9,920 m 到/to 12,497 m: 0.82 马赫/0.82 Mach
- (*) 在 0m,7,800m 和 9,962m 之间线性变化。/Linear variation between 0, 7,800 m and 9,962 m.

最大襟翼放下速度(V_{FE})/Maximum flap extended speed (V_{FE}):

- 襟翼位置 1/Flap Position 1: 426 km/h (230 keas)
- 襟翼位置 2/Flap Position 2: 398 km/h (215 keas)
- 襟翼位置 3/Flap Position 3: 370 km/h (200 keas)
- 襟翼位置 4/Flap Position 4: 333 km/h (180 keas)
- 襟翼位置 5/Flap Position 5: 333 km/h (180 keas)
- 全襟翼位置/Flap Position Full: 306 km/h (165 keas)

最大起落架操作速度(V_{LO})/Maximum landing gear operating speed (V_{LO}):

- 收起/Retraction: 463 km/h (235 keas*)
 - 放下/Extension: 491 km/h (265 keas*)
- * keas 直到 6,096m/
keas up to 6,096 m

最大放起落架速度(V_{LE})/Maximum landing gear

extended speed (V_{LE}): 491 km/h (265 keas)

轮胎地面最大速度 Maximum tire ground speed: 362 km/h (225 mph)

重量重心/CG RANGE

(起落架放下 landing gear extended)

50,790 kg	17,058 mm 到/to 17,849 mm (9.5 到/to 31% MAC)
48,790 kg	16,966 mm 到/to 17,849 mm (7% 到/to 31% MAC)
38,000 kg	16,966 mm 到/to 17,849 mm (7% 到/to 31% MAC)
31,800 kg	16,966 mm 到/to 17 724 mm (7% 到/to 27.6% MAC)
30,600 kg	17,702 mm (27% MAC)
29,500 kg	17,385 mm (18.4% MAC)

(flight limit extension)

50,790 kg	16,966 mm 到/to 17,849 mm (7.5 到/to 31% MAC)
48,790 kg	16,892 mm 到/to 17,905 mm (5% 到 to 32.5% MAC)
38,000 kg	16,892 mm 到/to 17,905 mm (5% 到 to 32.5% MAC)
31,800 kg	16,892 to 17,776 mm (5% 到/to 29% MAC)
30,600 kg	17,757 mm (28.5% MAC)

各给定点之间直线变化。/Straight-line variation between the points given.

因起落架收起导致的弯矩/Moment due to landing gear retraction:

- -418,500 kg x mm.

(随着收起飞机重量重心向前运动。/The aircraft CG is moved forward with the retraction.)

受各点限制的范围: 起飞时不允许 30,100kg(22% MAC),30,600kg (27% MAC), 38,000kg (31% MAC)和 43,400kg (31% MAC)。/The area limited by the points: 30,100 kg (22% MAC), 30,600 kg (27% MAC), 38,000 kg (31% MAC) and 43,400 kg (31% MAC) is not allowed for takeoff.

最大重量/MAXIMUM

停机坪/Ramp:	50,590 kg
起飞/Takeoff:	50,790 kg

50490 kg Post-mod 服务通告 LIN190-00-0044

	着陆/Landing:	45,000 kg
	零燃油/Zero Fuel:	42,500 kg
最大载客数/MAXIMUM PASSENGERS	124	
最大行李重量/MAXIMUM BAGGAGE	货舱/Cargo Compartment:	最大载荷/Maximum Load (kg):
	• 前/Forward	1,900
	• 后/Aft	1,800
燃油油量/FUEL CAPACITY	最大可用燃油; 16,152.6 公升(在+17,191 mm 处两个 8,076.3 公升的油箱) /Maximum usable fuel:16,152.6 liters (two tanks of 8,076.3 liters at +16,378 mm). 不可用燃油量: 113.4 公升 (每个燃油箱 56.7 公升, 公斤与公升之比为 0.811) /Unusable fuel: 113.4 liters (56.7 liters at 0.811 kg/liter in each tank).	
合格的系列号/SERIAL NUMBERS ELIGIBLE	190-00005, 190-00029 及其后续者/190-00005, 190-00029 and subsequent.	

VII-ERJ 190-200 IGW 型飞机 (运输类), ANAC 于 2006 年 6 月 30 日批准, CAAC 于 2008 年 5 月 12 日认可。

Model ERJ 190-200 IGW (Transport Category), approved by ANAC on 30 June 2006, validated by CAAC on 12 May 2008.

发动机/ENGINE	两台通用电气公司 (GE) CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1, CF34-10E7 型发动机。见注释 8。/Two General Electric Engines (GE) model CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1 and CF34-10E7. See Note 8.	
辅助动力装置/APU	Hamilton Sundstrand APS 2300 型/Hamilton Sundstrand model APS 2300.	
燃油/FUEL	巴西规范 ANP No. 1/2003 – QAV1; 美国 ASTM 规范 D-1655 JET A or JET A1; 美国军用规范 MIL-T-83133A JP-8; 中国 3 号喷气燃油 (GB6537-2006); 俄罗斯规范 GOST 10227-86(RT, TS Premium 和 TS-1 Regular); 乌克兰规范 GSTU 320.001.499.43.011(TS-1); 乌克兰规范 GSTU 320.001.499.43.007(RT).	
辅助动力装置限制/APU LIMITS	每分钟最大转速/Maximum RPM:	108%
	最大发动机燃气温度/Maximum EGT:	1,032°C (起动/Start) 717°C (连续工作/Running)
	其它限制见 Hamilton Sundstrand 文件 ESR 1235。 Other limitations as stated in Hamilton Sundstrand Document No ESR 1235.	
滑油/OIL	发动机, 辅助动力装置 (APU) 和组合驱动发电装置 (IDG) 滑油规范: MIL-PRF-7808 或 MIL-PRF-23699。/Engine, APU and IDG: MIL-PRF-7808 or MIL-PRF-23699.	

空速限制/AIRSPEED LIMITS最大运行限制速度(V_{MO})/Maximumoperating limit speed (V_{MO}):

- 0 m 到/to 2,438 m (*): 556 km/h (300 keas)
- 3,048 m 到/to 8,805 m (*): 593 km/h (320 keas)
- 8,805 m 到/to 12,497 m: 0.82 马赫/0.82 Mach

(*) 从 2,438 m 到 3,048 m 线性变化。/Linear variation from 2,438 m to 3,048 m.

机动速度/Maneuvering speed (V_A):

- 0 m (*): 469 km/h (253 keas)
- 7,800 m (*): 515 km/h (278 keas)
- 9,920 m (*): 517 km/h (279 keas)
- 9,920 m 到/to 12,497 m: 0.82 马赫/0.82 Mach

(*) 在 0m,7,800m 和 9,962m 之间变化。/Linear variation between 0, 7,800 m and 9 962 m.

最大襟翼放下速度(V_{FE})/Maximum flap extended speed (V_{FE}):

- 襟翼位置 1/Flap Position 1: 426 km/h (230 keas)
- 襟翼位置 2/Flap Position 2: 398 km/h (215 keas)
- 襟翼位置 3/Flap Position 3: 370 km/h (200 keas)
- 襟翼位置 4/Flap Position 4: 333 km/h (180 keas)
- 襟翼位置 5/Flap Position 5: 333 km/h (180 keas)
- 全襟翼位置/Flap Position Full: 306 km/h (165 keas)

最大起落架操作速度(V_{LO})/Maximum landing gear operating speed (V_{LO}):

- 收起/Retraction: 463 km/h (235 keas*)
 - 放下/Extension: 491 km/h (265 keas*)
- * keas 直到 6,096 m/keas up to 6,096 m

最大放起落架速度(V_{LE})/Maximum landing gear extended speed (V_{LE}):

491 km/h (265 keas)

Maximum tire ground speed:

362 km/h (225 mph)

重量重心/CG RANGE

(起落架放下/landing gear extended)

52,290 kg	17,124 mm 到/to 17,849 mm (11.3 到/to 31% MAC)
48,790 kg	16,966 mm 到/to 17,849 mm (7% 到/to 31% MAC)
38,000 kg	16,966 mm 到/to 17,849 mm (7% 到/to 31% MAC)
31,800 kg	16,966 mm 到/to 17,724 mm (7% to 27.6% MAC)
30,600 kg	17,702 mm (27% MAC)
29,500 kg	17,385 mm (18.4% MAC)

(飞行限制范围/flight limit extension)

52,290 kg	17,050 mm 到/to 17,849 mm (7.5 到/to 31% MAC)
48,790 kg	16,892 mm 到/to 17,905 mm (5% 到/to 32.5% MAC)
38,000 kg	16,892 mm 到/to 17,905 mm (5% 到/to 32.5% MAC)
31,800 kg	16,892 mm 到/to 17,776 mm (5% 到/to 29% MAC)
30,600 kg	17,757 mm (28.5% MAC)

各给定点之间直线变化。/Straight-line variation between the points given.
因起落架收起导致的弯矩/Moment due to landing gear retraction:

- -418,500 kg x mm.

(随着收起飞机重量重心向前运动。/The aircraft CG is moved forward with the retraction.)

受各点限制的范围：起飞时不允许 30,100kg(22% MAC),30,600kg (27% MAC), 38,000kg (31% MAC)和 43,400kg (31% MAC)。/The area limited by the points: 30,100 kg (22% MAC), 30,600 kg (27% MAC), 38,000 kg (31% MAC) and 43,400 kg (31% MAC) is not allowed for takeoff.

最大重量/MAXIMUM

停机坪/Ramp:	52,450 kg
起飞/Takeoff:	52,290 kg
着陆/Landing:	45,800 kg
零燃油/Zero Fuel:	42,600 kg

最大载客数/MAXIMUM PASSENGERS

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最大行李重量/MAXIMUM BAGGAGE

货舱/Cargo Compartment:	最大载荷/Maximum Load (kg):
• 前/FORWARD	1,900
• 后/AFT	1,800

燃油油量/FUEL CAPACITY

最大可用燃油：16,152.6 公升(在+17,191 mm 处两个 8,076.3 公升的油箱) /Maximum usable fuel:16,152.6 liters (two tanks of 8,076.3 liters at +16,378 mm).

不可用燃油量：113.4 公升（每个燃油箱 56.7 公升，公斤与公升之比为 0.811） /Unusable fuel: 113.4 liters (56.7 liters at 0.811 kg/liter in each tank).

合格的系列号/SERIAL NUMBERS ELIGIBLE

190-00005,190-00029 及其后续者/190-00005, 190-00029 and subsequent.

与所有 ERJ 190-200 型别有关的数据/ DATA PERTINENT TO ALL MODELS 190-200

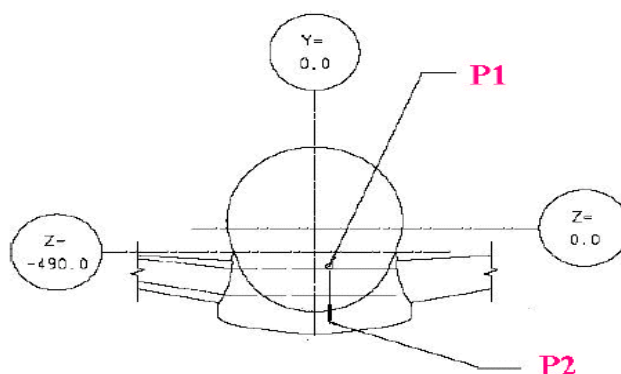
数据/DATUM

到机身中线的垂直平面位于机翼根部前长桁前 15,256 mm 处。该长桁位于机翼顶撑点前 414 mm 处。/A perpendicular plane to the fuselage centerline, located at 15,256 mm ahead of the wing stub front spar. This spar is located 414 mm ahead of the wing jack point.

水平测量/LEVELING MEANS

P1 到 P2 的垂直线位于左侧起落架舱内部，如下图所示/Plumb line between the points P1 to P2 located inside the landing gear compartment on the left side, as illustrated below.

下表给出的是水平测量机身坐标点。/The table in following figure gives the leveling of fuselage coordinate points.



LEVELING OF FUSLG COORDINATE POINTS			
POINT	X	Y	Z
P1	18768.00	-250.00	-774.87
P2	18768.00	-250.00	-1683.47

平均气动弦/MEAN AERODYNAMIC CHORD

长度/Length: 3,682 mm.

平均气动弦前缘/Leading edge of mean aerodynamic chord:

X: 16 708 mm

Y: -5 644 mm

Z: -663 mm

合格审定基础 /CERTIFICATION BASIS

与 FAR 25 相当的 RBHA 25 (运输类飞机适航要求), 包括下列修正案/RBHA 25 (Airworthiness Requirements - Transport Category Aircraft), corresponding to FAR 25, including amendments:

25-1 到 25-101 修正案加上下列修正案/25-1 through 25-101, plus the following amendments:

- 修正案 25-102, 25.981(c)段除外/Amendment 25-102, except paragraph 25.981(c);
- 修正案 25-103 (完整的) /Amendment 25-103, integral;
- 修正案 25-104 (完整的) /Amendment 25-104, integral;
- 修正案 25-105 (完整的) /Amendment 25-105, integral;
- 修正案 25-107, 25.735(h)段除外/Amendment 25-107, except paragraph 25.735(h);
- 修正案 25-108 (完整的) /Amendment 25-108, integral;
- 修正案 25-109 (完整的) /Amendment 25-109, integral;
- 修正案 25-110 (完整的) /Amendment 25-110, integral;
- 修正案 25-112 (完整的) /Amendment 25-112, integral;
- 修正案 25-113 (完整的) /Amendment 25-113, integral;
- 修正案 25-114 (完整的) /Amendment 25-114, integral;和/and
- 修正案 25-117 (完整的) /Amendment 25-117, integral.

专用条件/Special Conditions:

- FCAR HES-01: 突然发动机停车的发动机扭矩载荷 (RBHA 21.16; RBHA/FAR 25.361)/Engine torque loads for sudden engine stoppage (RBHA 21.16; RBHA/FAR 25.361);
- FCAR HES-06: 系统和结构的相互作用 (RBHA 21.16; RBHA/FAR 25.671 和 25.1309)/Interaction of systems and structures (RBHA 21.16; RBHA/FAR 25.671 and 25.1309);
- FCAR HSI-01: 高强度辐射场防护 (RBHA 21.16, RBHA/FAR 25.1309, 25.1333, 25.1431 和 25.1529)/High intensity radiated fields (HIRF) protection (RBHA 21.16, RBHA/FAR 25.1309, 25.1333, 25.1431 and 25.1529);
- FCAR HSI-02: 非正常电源下的运行 (RBHA 21.16, RBHA/FAR

- 25.1165(b),25.1309,25.1333(b) 和 25.1351)/Operation without normal electrical power (RBHA 21.16, RBHA/FAR 25.1165(b), 25.1309, 25.1333(b) and 25.1351);
- FCAR HDE-02: 电子飞行控制系统-操纵面位置提示(RBHA 21.16, RBHA/FAR 21.16,25.143,25.671 和 25.672)/Electronic flight control system: control surface position awareness (RBHA 21.16, RBHA/FAR 21.16, 25.143, 25.671 and 25.672);
 - FCAR HDE-17: 复飞期间对 ATTCS 性能的信任 (RBHA 21.16,RBHA25.117,25.119(a),25.121(d),25.904,25.1309 和 附件 I)/Performance credit for ATTCS during go-around (RBHA 21.16, RBHA 25.117, 25.119(a), 25.121(d), 25.904, 25.1309 and Appendix I); 和/and
 - FCAR HES-44:带有非传统的、大面积、非金属板的座椅/ Seats with Non-Traditional, Large, and Non-Metallic Panels (RBHA/FAR 25.853).

等效安全判定/Equivalent Levels of Safety Findings:

- FCAR HES-13: 检查机动载荷 (RBHA 21.21(b)(1);RBHA/FAR 25.331(c)(2))/Checked maneuver loads (RBHA 21.21(b)(1); RBHA/FAR 25.331(c)(2));
- FCAR HES-19: 燃油箱适坠性(RBHA 21.21(b)(1);RBHA/FAR 25.721 和 25.963(d))/Fuel tank crashworthiness (RBHA 21.21(b)(1); RBHA/FAR 25.721 and 25.963(d));
- FCAR HES-20: 较小坠毁的判据 (RBHA 21.21(b)(1);RBHA/FAR 25.721 和 25.963(d))/Minor crash criteria (RBHA 21.21(b)(1); RBHA/FAR 25.721 and 25.963(d));
- FCAR HES-36: 应急出口位置标识(RBHA 21.21(b)(1); RBHA/FAR 25.811(d)(3))/Emergency exit locator signs (RBHA 21.21(b)(1); RBHA/FAR 25.811(d)(3)).
- FCAR HSI-15: 设备, 系统及其安装(RBHA 21.21(b)(1); RBHA/FAR 25.1309)/Equipment, systems and installations (RBHA 21.21(b)(1); RBHA/FAR 25.1309);
- FCAR HSI-27: 航行灯的等效安全判定 (RBHA 21.21(b)(1); RBHA/FAR 25.1389(b),25.1391,25.1393 和 25.1395)/Equivalent level of safety finding for position lights (RBHA 21.21(b)(1); RBHA/FAR 25.1389(b), 25.1391, 25.1393 & 25.1395);
- FCAR HSI-38: 座舱通风-湿度要求(RBHA 21.21(b)(1), RBHA/FAR 25.831(g))/Cabin ventilation – humidity requirement (RBHA 21.21(b)(1), RBHA/FAR 25.831(g));
- FCAR HDE-16: 对减小推力起飞期间使用自动功率储备性能的信任 (RBHA 21.21(b)(1);RBHA/FAR 25.904,25.149 和附件 I)/Performance credit for use of automatic power reserve (APR) during reduced thrust takeoffs (RBHA 21.21(b)(1); RBHA/FAR 25.904, 25.149 and Appendix I);
- FCAR HPR-06: 飞行关键反推 (RBHA 21.21(b)(1);RBHA/FAR 25.933(a)(1)(ii) 和 25.1309(b)(1)/Flight critical thrust reverse (RBHA 21.21(b)(1); RBHA/FAR 25.933(a)(1)(ii) & 25.1309(b)(1);
- FCAR HPR-14: 仅有数字显示的涡轮发动机高-中压力转子速度(N2) (RBHA 21.21(b)(1);RBHA/FAR 25.901, 25.1305, 25.1309, 25.1321 和 25.1549)/Digital only display of turbine engine high/intermediate pressure rotor speed (N2) (RBHA 21.21(b)(1); RBHA/FAR 25.901, 25.1305, 25.1309, 25.1321 and 25.1549);
- FCAR HPR-17: 采纳辅助动力装置协调要求 (RBHA 21.21(b)(1); RBHA/FAR 25 Subparts E,F 和 G)/Adoption of APU harmonized requirements (RBHA 21.21(b)(1); RBHA/FAR 25 Subparts E, F and G);

- FCAR HPR-23: 缺少 ATTCS 系统接通-断开开关(RBHA 21.21(b)(1); RBHA/FAR 25.117, 25.119(a), 25.121(d), 25.904, 25.1301, 25.1309, 附件 I)/Lack of on/off switch for ATTCS system (RBHA 21.21(b)(1); RBHA/FAR 25.117, 25.119(a), 25.121(d), 25.904, 25.1301, 25.1309, Appendix I);
- FCAR HES-43: 光致发光出口标记 /Photoluminescent Exit Sign(RBHA/FAR 25.812(b)(1)(ii),25.812(i));
- FCAR HIS-55: 厕所氧气系统复原 / Lavatory Oxygen System restoration(RBAC 21.21(b)(1); RBHA/FAR 25.1441(c), 25.1443(c)); 和 /and
- FCAR HIS-60: 新 LED 航行灯系统掺入超越/New LED Position Lights System Overlap Exceedance (RBHA/FAR 25.1389(b)(3),25.1395).

豁免/Exemptions:

- 非包容发动机爆裂转子击中增压舱/Uncontained engine rotor burst hitting pressurized cabin [RBHA/FAR 25.841(a)(2)(i) and (ii)] – 经有效日期为 2005 年 6 月 28 日的 DAC (ANAC) 595/DGAC 号布告同意 /Granted through Ordinance DAC (ANAC) No. 595/DGAC, dated 28 June 2005; 和/and
- 不可控高发动机推力/Uncontrollable high engine thrust [RBHA/FAR 25.901(c)] -经有效日期为 2005 年 6 月 16 日的 DAC (ANAC) 548/DGAC 号布告同意/Granted through Ordinance DAC (ANAC) No. 548/DGAC, dated 16 June 2005.

26 部/RBAC 26“运输类飞机持续适航和安全改进/Continued Airworthiness and Safety Improvements for Transport Category Airplanes”,2013 年 3 月 5 日生效的 26-01 修正案/Amendment 26-01, effective on 05 March 2013.

噪声标准/Noise Standards:

- RBHA 36 部（型号合格审定的噪声标准），与 ICAO 的附件 16 第 1 卷第 3 章（第 3 版）相当，并且包括在 ANAC 进行 ERJ-190 合格审定日期有效的所有修正案/RBHA 36 (Noise Standard - Type Certification), corresponding to ICAO Annex 16, Volume I Chapter 3 (third edition), and including all amendments effective on the date the ERJ-190 certification by the ANAC.

燃油排泄和排气派出物要求/Fuel venting and exhaust emission requirements:

- RBHA 34 部（型号合格审定的涡轮发动机飞机燃油排泄和排气派出物要求），与 FAR 34 相当，并包括在 ANAC 进行 ERJ-190 合格审定日期有效的修正案/RBHA 34 (Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes - Type Certification), corresponding to the FAR 34 and including the amendment effective on the date the ERJ-190 certification by the ANAC.

按照下列要求进行选装设计/Optional design requirements complied with:

- RBHA/FAR 25.801: 水上迫降/Ditching;
- RBHA/FAR 25.1403: 机翼探冰灯/Wing icing detection lights;
- RBHA/FAR 25.1411 和/and 25.1415: 水上迫降合格审定要求的安全设备/Safety equipment required for ditching certification;
- RBHA/FAR 25.1419: 防冰/Ice protection; 和/and

- RBHA/FAR 25.1421: 扩音器/Megaphones

所有 ERJ 190-200 型别的合格审定申请日期是 2001 年 12 月 31 日/

Application date for type certification of all models of the

ERJ 190-200: 31 December 2001.

生产基础/PRODUCTION BASIS ERJ 190-200 STD,LR 和 IGW 各型别的生产批文为 2006 年 11 月 8 日生效的
CHE E-7203-01/Models ERJ 190-200 STD, LR and IGW: Production approved
under CHE E-7203-01, on 08 November 2006.

设备/EQUIPMENTS 相关适航规章（见合格审定基础）要求的基本设备必须安装在飞机上。
批准的设备列于 Embraer 技术报告 190-200TDSD。ANAC 批准的编号为
AFM-1868 的飞机飞行手册必须装在飞机上。/The basic required equipment
as prescribed in the applicable airworthiness regulations (see certification basis)
must be installed in the airplane. The approved equipment is listed in the
Embraer Technical Report 190-200TDSD.The ANAC approved airplane flight
manual P/N AFM-1868 must be on board.

与所有 ERJ 190-100 和 ERJ 190-200 相关的数据

DATA PERTINENT TO ERJ 190-100 AND ERJ 190-200

发动机限制/ENGINE LIMITS

CF34-10E6,
CF34-10E5,
CF34-10E5A1,
CF34-10E6A1,
CF34-10E7
CF34-10E7-B

运行条件/Operating conditions:

- 正常起飞/Normal takeoff (1):
CF34-10E6 的最大 ITT/ITT Max CF34-10E6 938°C
CF34-10E6A1 的最大 ITT/ITT Max CF34-10E6A1 983°C
CF34-10E5 的最大 ITT/ITT Max CF34-10E5 939°C
CF34-10E5A1 的最大 ITT/ITT Max CF34-10E5A1 983°C
CF34-10E7 的最大 ITT/ITT Max CF34-10E7 943°C
最大 N1/N1 Max (% 6325) 100%
最大 N2/N2 Max (% 18018) 100%
- 最大起飞/Maximum takeoff (ATTCS) (1) (4):
最大 ITT/ITT Max 983°C
最大 N1/N1 Max (% 6325) 100%
最大 N2/N2 Max (% 18018) 100%
- 最大连续/Maximum continuous:
最大 ITT/ITT Max 960°C
最大 N1/N1 Max (% 6325) 100%
最大 N2/N2 Max (% 18018) 100%
- 地面起动/Ground Start:
最大 ITTITT Max 740°C
- 空中起动/In flight start:
最大 ITT/ITT Maxi 875°C

滑油温度/Oil temperature:

- 最大连续/Maximum continuous: 155° C
 - 起动最低/Minimum for starting: -40° C
- 滑油压力/Oil pressure:
- 最大瞬态/Maximum transient (3)
(冷起动后/after cold start): 5 psid (最小/Min) (2) 250 psid (最大/Max)
- 最小压力/Minimum pressure:
- 起飞功率/Takeoff power 70 psid
 - 静定慢车/Steady state idle 25 psid

注/Notes:

(1)最大连续以上的功率水平被限制到 5 分钟周期。一台发动机不工作运行期间, 5 分钟 ATTCS 限制延长至 10 分钟。/Thrust levels above maximum continuous are limited to 5-minute periods. The 5-minute ATTCS limit is extended to 10 minutes for operations with one engine inoperative.

(2)对低于-20 °C 的滑油温度, 发动机起动后第一个 2 分钟期间的最低压力为 5 psid。稳定慢车 2 分钟后, 或如果在稳定慢车下提高功率发动机, 滑油的最低压力是 25 psid。适用于安装 5.02 版及其后续版本 FEDEC 的飞机。/For oil temperature less than -20°C, the minimum pressure is 5 psid for the first 2 minutes after engine start. After 2 minutes on steady state idle or if power engine were elevated under steady state idle, the minimum pressure of the oil is 25 psid. Applicable to aircrafts with FADEC version 5.02 or installed later.

(3)寒冷气象运行期间, 由于高滑油粘性可能发生滑油压力峰值到达满刻度的现象。发动机必须保持在慢车, 直到滑油压力返回到正常工作范围。/During cold weather operations, oil pressure peaks to full scale may occur due to high oil viscosity. The engine must remain at idle until oil pressure returns to normal operating range

(4) ATTCS 不适用于 CF34-10E5A1 和 CF34-10E6A1 发动机。/ATTCS is not applicable to CF34-10E5A1,CF34-10E6A1 engines.

最小机组/MINIMUM CREW

2 人/Two (2): 正驾驶和副驾驶/pilot and copilot.

滑油油量/OIL CAPACITY
润滑/LUBRIFICANTE

每台发动机/Per engine:

- 总油量(公升/美国夸脱): 14,7 (15,6)/
Total (liters/U.S quarts): 14,7 (15,6)
- 可用油量(公升/美国夸脱): 13,5 (14,4)/
Usable (liters/U.S quarts): 13,5 (14,4)

滑油油箱容量/CAPACITY
HIDRAULIC OIL TANK

每个系统:系统 1=37.0 公升/系统 2=50.6 公升/系统 3=13.5 公升/
Per system: Sis1 = 37.0 liters / Sis2 = 50.6 liters / Sis3 = 13.5 liters.
总容量(3 个系统):101.10 公升/Total (tree systems): 101.10 liters.

最大高度/MAXIMUM
ALTITUDES

运行/Operating: 12,497 m (41,000 ft)
起飞和着陆 4,267 m (14,000 ft)
/Takeoff and landing: (对于/for -100 STD,LR,IGW and ECJ)
3,048 m (10,000 ft)
(对于/for -200 STD,LR and IGW)

运行温度/TEMPERATURE
OPERATING

高度/Altitude: 最大/Maximum: 最低/Minimum:

限制/LIMITS

• 海平面/Sea Level:	+ 52°C	-54°C -45°C (地面运行 /ground operation) -40°C (仅对/only for 190-100ECJ)
• 7 620 m (25 000 ft):	+ 0.0°C	-54°C
• 11 000 m (36 089 ft):	-21.5°C	-65°C
• 12 497 m (41 000 ft):	-21.5°C	-70°C -65°C (仅对/only for 190-100ECJ)

燃油箱温度限制/LIMIT OF FUEL TANK TEMPERATURE

-40°C (-40 °F) 最低/minimum

操纵面运动/CONTROL SURFACE MOVEMENTS

(公差见飞机维修手册/See AMM for tolerances)

方向舵/Rudder ⁽¹⁾ :	31.5° 左/left	31.5° 右/right
水平安定面/Horizontal stabilizer:	11.0° 后缘向上/TE up	4.0° 后缘向下/TE down
副翼/Aileron:	25° 0 后缘向上/TE up	15.0° 后缘向下/TE down
升降舵/Elevator ⁽²⁾ :	25.0° 后缘向上/TE up	18.0° 后缘向下/TE down
地面扰流板/Ground spoilers:	60°	
外侧扰流板/Outboard spoilers:	40°	

(1)对零空速(在地面),最大偏转根据空速变化./For zero airspeed, on the ground; maximum deflections vary according to airspeed.

(2)对零空速,最大偏转根据空速变化./For zero airspeed; maximum deflections vary according to airspeed.

襟翼和缝翼/Flaps and Slats:

襟翼调定位置 /Flap setting position	内侧襟翼/Inboard flap(main / aft)	外侧襟翼/Outboard flap	缝翼位置/Slat position	
			1	2, 3 & 4
0	0.0° / 0.0°	0°	0.0°	0.0°
1	7.1° / 15.4°	7.0°	12.0°	15.0°
2	10.1° / 16.6°	10.1°	12.0°	15.0°
3	20.2° / 19.2°	20.0°	12.0°	15.0°
4	20.2° / 19.2°	20.0°	20.0°	25.0°
5	20.2° / 19.2°	20.0°	20.0°	25.0°
Full	37.1° / 22.0°	36.5°	20.0°	25.0°

除襟翼外,以(°)表示的偏转处于正常铰链线平面内,而襟翼偏转处于正常机翼基准平面的各串式平面内。/Deflections shown in degrees (°) are in the planes normal to hinge lines, excepting for the flaps, which are in stream wise planes normal to wing reference plane.

在其它可动操纵面处支撑的操纵面相对于父操纵面偏转。安定面相对于飞机水平基准偏转。/Deflections of a surface supported at another movable surface are relative to the parent surface. Stabilizer deflections are relative to the airplane horizontal reference.

公差见飞机维修手册。/For tolerance see AMM.

经批准的中文标记标牌/THE APPROVED CHINESE PLACARDS

以下资料中所包含的中文标记标牌的中文表述已由 CAAC 接受并由 ANAC 批准/ The Chinese Placards Involved in the following Data have been Accepted by CAAC and Approved by ANAC

序号 /Code	标题 /Title	编号 /Number	版次/Revision	备注/ Remark
1	Chinese Placard Translation-CAAC Validation	190IRD 083	/ 版, 含后续经批准版次/ Rev /, including the subsequent approved version(s)	
2	Interior Placard Translation for CAAC Validation- ERJ 190-100 ECJ	190IRO 011	C 版, 含后续经批准版次/ Rev C, including the subsequent approved version(s)	仅适用于/only for ERJ 190-100 ECJ

VIII –ERJ 190-300 和 ERJ190-400 型飞机（运输类）

Model ERJ 190-300 and ERJ190-400 (Transport Category)

ERJ190-300, ANAC 于 2018 年 2 月 28 日批准, CAAC 于 2022 年 11 月 10 日认可。

ERJ190-300, approved by ANAC on 28 February 2018, validated by CAAC on 10 Nov 2022.

ERJ190-400, ANAC 于 2019 年 4 月 15 日批准, CAAC 于 2023 年 XX 月 XX 日认可。

ERJ190-400, approved by ANAC on 15 April 2019, validated by CAAC on XX XXX 2023.

发动机/ENGINE

ERJ190-300: 两台普拉特惠特尼 PW1900G 系列型号为 PW1919G 或 PW1922G 的发动机。

ERJ190-300: 2 (two) Pratt & Whitney Engine PW1900G series, models: PW1919G and PW1922G.

ERJ190-400: 两台普拉特惠特尼 PW1900G 系列型号为 PW1921G 或 PW1923G 的发动机。

ERJ190-400: 2 (two) Pratt & Whitney Engine PW1900G series, models: PW1921G and PW1923G.

PW1900G 系列发动机 CAAC VTC 证书编号 VTC0372E, 第 0 版。

The CAAC VTC No. of PW1900G Serial engines is VTC0372E, Rev.0.

空速限制/AIRSPEED LIMITS

最大运行限制速度 (V_{MO}) : Maximum operating limit speed (V_{MO}): 0 to 2 438 m*: 556 km/h (300 kias) 3 048 to 8 805 m*: 593 km/h (320 kias) 8 805 to 12 497 m: 0.82 马赫/Mach *从 2438 米到 3048 米线性变化。 *Linear variation from 2 438 to 3 048 m.	机动速度 (V_A) : Maneuvering speed (V_A) 0 to 4 572 m*: 491 km/h (265 kias) 8 805m*: 593 km/h (320 kias) 8 805 to 12 497 m: 0.82 马赫/Mach *从 4572 米到 8805 米线性变化。 *Linear variation between 4 572 and 8 805 m.
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重量重心范围 /C. G. RANGE

	190-300		190-400	
起落架放下 (Landing Gear Extended)	56400 kg:	15660 to 16246 mm (18% to 34% MAC)	61500 kg:	18916 to 19172 mm (27% to 34% MAC)
	49050 kg:	15660 to 16503 mm (18% to 41% MAC)	59900 kg:	18402 to 19245 mm (13% to 36% MAC)
	46700 kg:	15660 to 16503 mm (18% to 41% MAC)	56800 kg:	18402 to 19392 mm (13% to 40% MAC)
	40300 kg:	15660 to 16503 mm (18% to 41% MAC)	54000 kg:	18402 to 19392 mm (13% to 40% MAC)
	37200 kg:	15660 to 16367 mm (18% to 37,3% MAC)	51850 kg:	18402 to 19392 mm (13% to 40% MAC)
	32700 kg:	15806 to 16173 mm (22% to 32% MAC)	47000 kg:	18402 to 19392 mm (13% to 40% MAC)
			40900 kg:	18402 to 19337 mm (13% to 38,5% MAC)
			40000 kg:	18402 to 19293 mm (13% to 37,3% MAC)
			34700 kg:	18586 to 19026 mm (18% to 30% MAC)
飞行限制范围 (Flight Limit Extension)	56400 kg:	15586 to 16319 mm (16% to 36% MAC)	61500 kg:	18916 to 19245 mm (27% to 36% MAC)
	49050 kg:	15586 to 16576 mm (16% to 43% MAC)	59600 kg:	18329 to 19333 mm (11% to 38,4% MAC)
	40300 kg:	15586 to 16576 mm (16% to 43% MAC)	56800 kg:	18329 to 19465 mm (11% to 42% MAC)
	37200 kg:	15586 to 16440 mm (16% to 39,3% MAC)	47000 kg:	18329 to 19465 mm (11% to 42% MAC)
	32700 kg:	15733 to 16246 mm (20% to 34% MAC)	40900 kg:	18329 to 19410 mm (11% to 40,5% MAC)
			40000 kg:	18329 to 19366 mm (11% to 39,3% MAC)
			34700 kg:	18512 to 19026 mm (16% to 30% MAC)

各给定点之间线性变化。/Linear variation between the given points.

ERJ190-300:

因起落架收起导致的弯矩: -787 046 kg x mm (随着收起飞机重量重心向前运动)。

受各点限制的范围: 起飞时不允许 36085 kg (36% MAC), 40300 kg (41% MAC) 和 49050 kg (41% MAC)。

/Moment due to landing gear retraction: -787 046 kg x mm (the aircraft CG is moved forward with the retraction).

/The area limited by the points: 36 085 kg (36% MAC), 40 300 kg (41% MAC) and 49 050 kg (41% MAC) is not allowed for takeoff.

ERJ190-400:

因起落架收起导致的弯矩: -681 839 kg x mm (随着收起飞机重量重心向前运动)。

受各点限制的范围: 起飞时不允许 39400 kg (36.5% MAC), 40900 kg (38.5% MAC), 47000 kg (40.0% MAC)和 53700 kg (40.0% MAC)。

Moment due to landing gear retraction: -681 839 kg x mm (the aircraft CG is moved forward with the retraction).

The area limited by the points: 39400 kg (36.5% MAC), 40900 kg (38.5% MAC), 47000 kg (40.0% MAC) and 53700kg (40.0% MAC) is not allowed for takeoff.

最大重量 /MAXIMUM WEIGHTS

	190-300	190-400
滑行和停机坪/ Taxi and Ramp:	56 600 kg	61 700 kg 62 200 kg*

起飞/Takeoff:	56 400 kg	61 500 kg 62 000 Kg*
着陆/Landing:	49 050 kg	54 000 kg
零燃油/Zero Fuel:	46 700 kg	51 850 kg

* 适用于实施了编号为 190E2-00-0053 的服务通告的飞机。

*Applicable for aircrafts with Service Bulletin 190E2-00-0053 incorporated.

最大载客数 /MAXIMUM PASSENGERS

ERJ190-300 为 114 名乘客 /114 Passengers (ERJ190-300)

ERJ190-400 为 146 名乘客 /146 Passengers (ERJ190-400)

最大行李重量/MAXIMUM PASSENGERS

	ERJ 190-300	ERJ 190-400
前行李舱（最大载荷）： /Forward cargo Compartment (maximum Load):	1 590 kg	2 375 kg
后行李舱（最大载荷）： /Aft cargo Compartment (maximum Load):	1 910 kg	2 555 kg

合格的系列号 /SERIAL NUMBERS ELIGIBLE

19020009 及其后续者，19020041（原型机）除外。/19020009, and subsequent, except the 19020041 (prototype).

发动机限制 / ENGINE LIMITS

运行条件/Operating conditions:

• 正常起飞/Normal takeoff ⁽¹⁾	
ITT max.	1054 °C
N1 max. (% 10600)	100 %
N2 max. (% 24470)	100 %

• 最大起飞/Maximum takeoff (ATTCS) ⁽¹⁾ :	
ITT max.	1054 °C
N1 max. (% 10600)	100 %
N2 max. (% 24470)	100 %

• 最大连续/Maximum continuous:	
ITT max.	1017 °C
N1 max. (% 10600)	100 %
N2 max. (% 24470)	100 %

• 地面起动/Ground Start:	
ITT max.	1054 °C

• 空中起动/In flight start:	
ITT max.	1054 °C

滑油温度 /Oil temperature:

• 最大连续/Maximum continuous:	163 °C
• 起动最低/Minimum for starting:	- 40 °C

滑油压力 /Oil pressure:

• 最大瞬态/Maximum transient ⁽³⁾ (after cold start):	50 psig (min.)	175 psig (max.) ⁽³⁾
• 最小压力/Minimum pressure: 起飞功率/Takeoff power:	70 psid	

(1) 对于双发运行条件，起飞和复飞功率使用时间限制为 5 分钟。/Takeoff and go-around power is time limited to 5 minutes for All Engines Operating (AEO) condition.

(2) 对于单发运行条件, 起飞和复飞功率使用时间限制为 5 分钟。/Takeoff and go-around power is time limited to 5 minutes for One Engine Inoperative (OEI) condition.

(3) 当滑油温度低于 49° C 时, 最大滑油压力限制为 235 psig。/When oil temperature is less than 49° C, the maximum oil pressure limit is 235 psig.

(4) 最低滑油温度是环境温度和燃油箱温度的函数, 确定此温度是为了确保足够的发动机润滑及系统加热。当在 EICAS 上出现 ENG 1 (2) WARM UP 信息显示时, 禁止使用起飞功率。/The minimum oil temperature is a function of ambient temperature and fuel tank temperature and is defined to ensure adequate engine lubrication and fuel system heating. Takeoff power is prohibited while the message ENG 1 (2) WARM UP is displayed on the EICAS.

(5) 最大滑油温度 174° C, 限时 20 分钟。Maximum oil temperature is 174° C for up to 20 minutes.

燃油油量 /FUEL CAPACITY

最大可用燃油: 17060 公升 (机翼油箱 5460 公升, 辅助油箱 11600 公升)。

/Maximum usable fuel: 17060 liters (5460 liters in wing tanks and 11600 liters in auxiliary fuel tanks).

不可用燃油: 74.4 公升 (在燃油密度为 0.803 kg/liter 情况下, 每侧机翼油箱 37.2 公升)。

/Unusable fuel: 74.4 liters (37.2 liters at 0.803 kg/liter in each wing tank).

辅助动力装置 /APU

普惠公司型号为 APS2600[E]。/Pratt & Whitney model APS2600[E].

最小机组 /MINIMUM CREW

2 正副驾驶/pilot and copilot.

最大高度 /MAXIMUM ALTITUDES

运行/Operating: 12497 m (41000 ft)

起飞和着陆/Takeoff and landing: 4267 m (14000 ft)

燃油箱温度限制 /LIMIT OF FUEL TANK TEMPERATURE

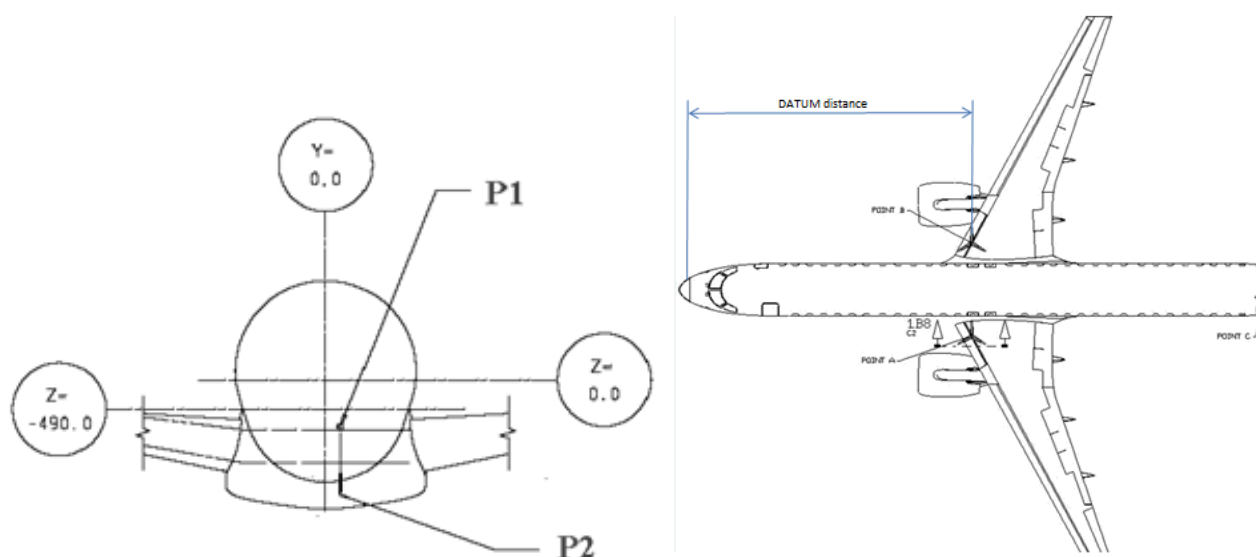
-40°C (-40 °F) 最低/minimum.

基准 /DATUM

基准距离是从机翼顶点垂直于机身中线向前测得, ERJ190-300 位于 13571 mm 位置, ERJ190-400 位于 16497 mm 位置, 见下图。/The datum distances are measured ahead of the wing jack points, perpendicular to the fuselage centerline. Located at 13 571 mm for ERJ 190-300 and 16 497mm for ERJ190-400 . See the figure below.

水平测量 LEVELING MEANS

位于左侧起落架舱内部的 P1 到 P2 垂直线, 如下图所示: /Plumb line between the points P1 to P2 located inside the landing gear compartment on the left side, as illustrated below:



LEVELING OF FUSELAGE COORDINATE POINTS				
POINT	X ⁽¹⁾	X ⁽²⁾	Y	Z
P1	15 881.02	18 807.02	-211.00	-851.49
P2	15 881.02	18 807.02	-211.00	-1 736.42

(1) 适用于 ERJ190-300/APPLICABLE FOR ERJ 190-300 MODEL.

(2) 适用于 ERJ190-400/APPLICABLE FOR ERJ 190-400 MODEL.

平均气动弦 /MEAN AERODYNAMIC CHORD

长度 /Length: 3665 mm.

平均气动弦前缘 /Leading edge of mean aerodynamic chord:

X: 18842 mm
Y: -6308 mm
Z: -320 mm

审定基础 /CERTIFICATION BASIS

CAAC的认可审定基础由ANAC的审定基础和CAAC的附加技术条件组成。/The CAAC validation certification basis consists of the ANAC certification basis and the CAAC additional technical conditions.

ANAC 审定基础//ANAC Certification Basis

详见 ANAC 型号合格证数据单 EA-2005T13 (版本 29) 中的 ERJ 190-300 和 ERJ190-400 型别的审定基础。/Refer to ANAC TCDS EA-2005T13, Revision 29.

交付到中国的每一架 ERJ 190-300 和 ERJ190-400 系列飞机必须满足下述附加技术条件:
Each of Series ERJ 190-300 and ERJ190-400 airplanes delivered to China shall meet the following special additional technical conditions:

- 1) 符合所有在 CAAC 颁发 VTC 前适用的巴西民航局 (ANAC) 发布的适用的适航指令 (ADs) 要求。/All applicable airworthiness directives (ADs) issued by the ANAC prior to issuance the CAAC VTC shall be complied with.
- 2) 根据 CAAC 适航指令 CAD97-MULT-38 的要求, 应安装快速存取记录器 (QAR)。/Per CAAC Airworthiness Directive CAD97-MULT-38, the Quick Access Recorder (QAR) shall be installed.

3) 根据 CCAR 121.301(d)的要求, 高度测量单位应至少采用米制。/ Per CCAR Part 121.301(d), the altimeter measure unit shall be indicated in meters at least.

4) 必须确定符合中华人民共和国国家标准 “3 号喷气燃料” (GB6537) 的燃油是可接受的。/ The acceptance of fuel conforming to National Standard of People's Republic of China “No.3 Jet Fuel” (GB6537) must be defined.

5) 根据 CAAC 适航指令 CAD2012-MULT-09 的要求, 盥洗室垃圾箱灭火器应使用哈龙替代型灭火剂。/ Per CAAC Airworthiness Directive CAD2012-MULT-09, the requirements about lavatory disposal receptacle Fire Extinguishing agent shall be complied with.

6) 根据 CAAC 适航指令 CAD2021-MULT-80 的要求, 手提式灭火器应使用哈龙替代型灭火剂。/ Per CAAC Airworthiness Directive CAD2021-MULT-80, the requirements about agent replace of Halon for aircraft portable fire extinguisher shall be complied with.

7) 标记标牌要求/Placard Requirements:

a) 根据 CCAR 21.29(5)的要求: 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; 机上所有向旅客或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; 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。/ Per CCAR 21.29 (5), all on-board placard and marking for awareness, warning, and note to the passenger; all on-board placard and marking for opening method and location indication of the emergency exit and door to passenger and outside rescuer; and all operational instructions for on-board emergency equipment possible operated by passengers shall be presented in Chinese at least.

b) 中文字符的大小应符合 CCAR 25.811(e)(4)(iii)和 CCAR 25.812 的要求。/ The dimension of the Chinese characters shall comply with the provision of the CCAR 25.811 (e) (4) (iii) and CCAR 25.812 as applicable.

c) 所有中文手册、标牌标记、清单和仪表标记等必须是正确的。/All of the manuals, placards and marking, listing and instrument markings presented in Chinese must be correct.

8) 需符合 CCAR-26 “运输类飞机持续适航和安全性改进”。对于任何未来的 CCAR-26 版本, TC 持证人需证明适用章节的符合性。/ CCAR-26-“Continued Airworthiness and Safety Improvements for Transport Category Aircrafts” shall be complied with. For any future CCAR-26 version, the holder of this TC shall demonstrate compliance with the applicable sections.

9)

ERJ190-300:

CAAC 问题纪要 F-3, 针对 CCAR25.777(c)和 CCAR25.1189(f)的等效安全 (ELOS)。/ CAAC IP F-3, Equivalent Level of Safety (ELOS) to CCAR 25.777(c) and CCAR 25.1189(f).

ERJ190-400:

CAAC 问题纪要 F-1, 针对 CCAR25.777(c)和 CCAR25.1189(f)的等效安全 (ELOS)。/ CAAC IP F-1, Equivalent Level of Safety (ELOS) to CCAR 25.777(c) and CCAR 25.1189(f).

生产基础 /PRODUCTION BASIS

根据 ANAC 第 E-7203-01 号生产许可证 (Embraer S.A., Brazil) 的批准进行生产。

Production approved according to COP ANAC E-7203-01 (Embraer S.A., Brazil).

设备要求 /REQUIRED EQUIPMENT

适用的适航规章 (见审定基础) 所要求的基本设备必须装机。经批准的设备列于 Embraer 编号为 196TDD300 或 196TDD400 的报告中。ANAC 批准的 RRJ190-300 和 ERJ190-400 的编号为 P/N AFM-5691 飞机飞行手册必须置于机上。

The basic required equipment as prescribed in the applicable airworthiness regulations (see certification basis)

must be installed in the airplane. The approved equipment is listed in the Embraer Technical Report “196TDD300” or “196TDD400”. The ANAC approved airplane flight manual P/N AFM-5691, for the ERJ 190-300 and ERJ190-400 models, must be on board.

手册/MANUALS

ANAC 批准的飞机飞行手册编号为 P/N AFM-5691。/ANAC approved airplane flight manual P/N AFM-5691.

ERJ190-300 和 ERJ190-400 的适航限制位于编号为 MRB-5881 报告中适航限制章节。/Airworthiness Limitation Section from MRB-5881 for ERJ 190-300 and ERJ190-400.

ERJ190-300 和 ERJ190-400 的结构修理手册编号为 6763。/Structural Repair Manual 6736 for ERJ 190-300 and ERJ190-400.

经批准的中文标记标牌 /THE APPROVED CHINESE PLARDS

196IRD505 版次/“中文标记标牌翻译-CAAC 型号认可”已被 CAAC 接受并由 ANAC 批准。

196IRD505 REVISION / - “CHINESE PLACARD TRANSLATION - CAAC Validation” has been accepted by CAAC and approved by ANAC.

注释 重量和平衡/ Weight and balance.

/NOTE 1 必须为每架飞机提供当前的重量和平衡报告，包括初始合格审定时审定的基本空重和装载说明部分的设备清单。合格审定的基本空量及相应重心位置必须包括全部发动机滑油、液压油和不可用燃油。/ 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 basic empty weight and corresponding center of gravity location must include the total engine oil, hydraulic fluid and unusable fuel.

注释 标记和标牌/ Markings and placards.

/NOTE 2 有关合格审定要求和运行要求规定的所有标记和标牌必须安装在适当的位置。/ All markings and placards required by the applicable certification requirements (see certification basis) and by the operational requirements must be installed in the appropriate locations.

注释 持续适航文件/ Continuing Airworthiness.

/NOTE 3 由安全性分析引出的强制性系统审定维修要求列于编号为 P/N 1928 的 MRB 报告的附件 A 第 1 部分--合格审定维修要求 (CMR) /The mandatory systems certification maintenance requirements, raised from the safety analysis, are listed in the “Appendix A Part 1 - Certification Maintenance Requirements (CMR)” of the document MRB Report P/N 1928.

由损伤容限分析引出的强制性结构合格审定维修要求列于编号为 P/N1928 的 MRB 报告的附件 A 第 2 部分—适航限制检查 (ALI) - 结构/The mandatory structure certification maintenance requirements, raised from the damage tolerance analysis, are listed in the “Appendix A Part 2 - Airworthiness Limitation Inspections (ALI) - Structures” of the document MRB Report P/N 1928.

由符合 RBHA/FAR 25-981 条 102 修正案 (a) 和 (b) 引出的任务清单列于编号为 P/N1928 的 MRB 报告的附件 A 第 3 部分—燃油系统限制项目 (FLI) /The list of the tasks raised from the compliance with the RBHA/FAR 25-981 Amdt. 102 (a) and (b) is provided in the “Appendix A Part 3 – Fuel System Limitation Items (FSL)” of the document MRB Report P/N 1928.

限制寿命部件的清单列于列于编号为 P/N1928 的 MRB 报告的附件 A 第 4 部分/The list of the life-limited components is provided in the “Appendix A Part 4 – Life - Limited Items (LLI) of the document MRB Report P/N 1928.

备注：编号为 P/N 1928 的 MRB 报告适用于除 ERJ 190-100 ECJ 型飞机外的所有 ERJ 190-100 和 ERJ 190-200 型飞机。对于 ERJ 190-100 ECJ 型飞机，编号为 P/N 2928 的维修计划指南 (MPG) 的附录 A (第 1、2、3 和 4 部分) 必须作为上述强制维修要求的参考。

/Remarks: MRB Report P/N 1928 applies to all ERJ 190-100 and ERJ 190-200, except for ERJ 190-100 ECJ model. For the ERJ 190-100 ECJ model, the Appendix A (Part 1,2,3 and 4) of the Maintenance Planning Guide(MPG) document P/N 2928 must be considered as reference for mandatory maintenance requirements

mentioned above.

结构修理手册 P/N 1929 由 ANAC 批准和控制, 并且 Embraer 出版的所有服务通告均由 ANAC 批准。每个服务通告上必须盖有 ANAC 批准该通告的声明。编号为 P/N 2773 的结构修理手册适用于 ERJ 190-100 ECJ 型飞机。/The Structures Repair Manual P/N 1929 is approved and controlled by ANAC, and all Service Bulletins issued by Embraer are approved by ANAC. A statement of this approval by ANAC must be stamped in each Service Bulletin. The Structures Repair Manual P/N 2773 is applicable to model ERJ 190-100 ECJ.

对于 ERJ190-300, 适航限制章节位列于编号为 P/N 5881 的 MRB 报告第 0 版或后续 ANAC 批准版次的附录 A 中 (第 1, 2, 3, 4 和 5 部分)

For the ERJ 190-300 model, the Airworthiness Limitations Section is found in Appendix A (Part 1, 2, 3, 4 and 5) of the document MRB Report P/N 5881, revision 0 or subsequent ANAC approved revision.

编号为 P/N6736 的结构修理手册适用于 ERJ190-300 和 ERJ190-400, 由 ANAC 批准和控制。

The Structures Repair Manual P/N 6736 is applicable to the ERJ 190-300 and ERJ190-400 models and it is approved and controlled by ANAC.

注释

/NOTE 4

含有使用者可更改数据的系统是/The systems containing user modifiable data are:

- 卫星通信系统自需求表 (ORT) 的使用者分割/User Partition of the Owner Requirements Table (ORT) of the SATCOM (Satellite Communication System);
- 通信管理功能的航空公司可更改信息 (AMI) /Airline Modifiable Information (AMI) of the Communication Management Function (CMF);
- 调定数据的系统--构型监测系统的航空公司运行数据 (APM) --主机构型监测 (NIC) /System Setting Data - Airline Operational Data (APM) of the Configuration Monitor System -- host configuration monitor (NIC); /and
- 用户应用的飞机状态监控功能 (ACMF) User Application of the Aircraft Condition Monitoring Function (ACMF).
- 用户可更改数据不作为飞机型号设计的一部分, 不被 ANAC 批准/ User modifiable data are not approved by ANAC as part of the airplane type design.

注释

/NOTE 5

各型别的 ERJ 190-100 和 ERJ 190-200 在 Embraer 市场文献中常常分别以 Embraer 190 和 Embraer 195 出现。ERJ 190-100 IGW 和 ERJ 190-200 IGW 在 Embraer 市场文献中分别以 Embraer 190AR 和 Embraer 195AR 出现。严格地说这些名称是市场名称, 而不是官方型别名称。ERJ 190-100 ECJ 型飞机在 Embraer 公开文献中常常称为“世袭 1000”。/The models ERJ 190-100 and 190-200 are often referred to in Embraer marketing literature as “EMBRAER 190” and “EMBRAER 195” respectively. The ERJ 190-100 IGW and ERJ 190-200 IGW are referred to in Embraer marketing literature as “EMBRAER 190 AR” and “EMBRAER 195 AR” respectively. These names are strictly marketing designations and are not part of the official models designation.

The ERJ 190-100 ECJ model is frequently mentioned in Embraer publicity literature as “Lineage 1000”.

ERJ 190-300 在市场文献中经常被冠以“EMBRAER 190E2”。/The ERJ 190-300 model is often referred to in marketing literature as “EMBRAER 190E2”.

ERJ 190-400 在市场文献中经常被冠以“EMBRAER 195E2”。/The ERJ 190-400 model is often referred to in marketing literature as “EMBRAER 195E2”.

注释

/NOTE6

型号设计定义: 提交 ANAC 评估的且被认为是 ANAC 批准的型号设计由下列 Embraer 文件定义/The type design which was submitted for ANAC evaluation and which is considered ANAC approved is defined by the following Embraer documents:

- 190-100TDS ECJ。“型号设计标准文件”, B 版或后来可接受的版本。/190-100TDS ECJ. “Type Design Standard Document”, revision B, or later acceptable revisions;
- 190EBD001 “工程基本数据, 2006 年 11 月 25 日生效的 H 版, 或后来可接受的版本。/Engineering Basic Data”, revision H, dated 25 November 2006 or later acceptable revisions;
- ANAC FCAR HT-03 附件 I, ERJ 190-100 () 飞机安装的所有 OTP/TSO/JTSD/等项目清单

- 单, 2005 年 6 月 29 日生效的或后来可接受的版本。/Annex I to ANAC FCAR HT-03 (List of all OTP/TSO/JTSO/etc. articles installed in the ERJ 190-100 () aircraft), dated 29 June 2005 or later acceptable revision; 和/and
- 为每架 ERJ 190-100 () 系列号飞机出版的飞机内设构型报告。/Aircraft Interior Configuration Report, issued for each ERJ 190-100 () serial number airplane.
 - 190-200TDS. “型号设计标准文件”, 有效日期为 2005 年 8 月 26 日的 2 版, 或后来可接受的版本。/“Type Design Standard Document”, revision /2 dated 26 August 2005 or later acceptable revision;
 - 190EBD200 “工程基本数据”, 有效日期为 2005 年 7 月 1 日的 G 版, 或后来可接受的版本。/“Engineering Basic Data”, revision G dated 1 July 2005 or later acceptable revision;
 - FCAR HT-03 的附件 I (ERJ 190-100 飞机上安装的所有 OTP/TSO/JTSO/等项目), 有效日期为 2005 年 6 月 29 日版本或后来可接受的版本。Annex I to ANAC FCAR HT-03 (“List of all OTP/TSO/JTSO/etc. articles installed in the ERJ 190-100 () aircraft”), dated 29 June 2005 or later acceptable revision; 和/and
 - 为每架 ERJ 190-200 () 系列号飞机出版的“飞机内设构型报告”。/“Aircraft Interior Configuration Report”, issued for each ERJ 190-200 () serial number airplane.

ERJ190-300 型别: /ERJ 190-300 Model:

- 196TDD300“型号设计标准文件 ERJ190 – 190-300 型号”第 7 版, 2018 年 1 月 18 日生效, 或后续可接受版次;
196TDD300 “Type Design Standard Document ERJ 190 – Model 190-300”, revision “7”, dated 18 January 2018, or later acceptable revisions;
- 196EBD001“ERJ190-300 工程基本数据”, 第 E 版, 2018 年 1 月 17 日生效, 或后续可接受版次;
196EBD001 “ERJ 190-300 Engineering Basic Data”, revision “E”, dated 17 January 2018, or later acceptable revisions;
- 196MSTSO001“E-Jets E2 技术标准规定 — TSO 清单” (“190E23-技术标准规定清单”) 第 A 版的附录 I, 2017 年 12 月 7 日生效, 或后续可接受版次, 和
Annex I to 196MSTSO001 “E-Jets E2 Technical Standard Order – TSO List” (“190E2 – Technical Standard Order List”), revision “A”, dated 07 December 2017, or later acceptable revision; and
- “飞机内饰构型 3D 图册” 196-76000-901__AIC_29-11-17.dxml, 针对 ERJ190-300 飞机每种内饰构型颁发。
“Aircraft Interior Configuration 3D Drawing”, 196-76000-901__AIC_29-11-17.dxml, issued for each interior configuration of the ERJ 190-300.

ERJ190-400 型别: /ERJ 190-400 Model:

- 196TDD400“型号设计标准文件 ERJ190 – 190-400 型号”第 B 版, 2019 年 4 月 11 日生效, 或后续可接受版次;
196TDD400 “Type Design Standard Document ERJ 190 – Model 190-400”, revision “B”, dated 11 April 2019, or later acceptable revisions;
- 196EBD005“ERJ190-400 工程基本数据”, 第 E 版, 2019 年 2 月 20 日生效, 或后续可接受版次;
196EBD005 “ERJ 190-400 Engineering Basic Data”, revision “E”, dated 20 Feb 2019, or later acceptable revisions;
- 196MSTSO001“E-Jets E2 技术标准规定 — TSO 清单” (“190E23-技术标准规定清单”) 第 F 版的附录 I, 2019 年 2 月 22 日生效, 或后续可接受版次, 和
Annex I to 196MSTSO001 “E-Jets E2 Technical Standard Order – TSO List” (“190E2 – Technical Standard Order List”), revision “F”, dated 22 February 2019, or later acceptable revision; and

- “飞机内饰构型 3D 图册” 196-76000-901 第 A 版, 针对 ERJ190-400 飞机每种内饰构型颁发。

“Aircraft Interior Configuration 3D Drawing”, 196-76000-901 Rev. A, issued for each interior configuration of the ERJ 190-400.

注释
/NOTE 7 不允许零件号为ECP 2041M42P02, 2041M42P06,2041M42P08和2041M42P09的发动机控制插头安装在任何ERJ 190-100和ERJ 190-200的CF34-10E发动机构型。/ Engine Control Plugs part numbers ECP 2041M42P02, 2041M42P06, 2041M42P08 and 2041M42P09 are not permitted on any ERJ 190-100 and ERJ 190-200 CF34-10E engines configuration.

注释
/NOTE 8 发动机零部件清单所列出的CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1, CF34-10E7和CF34-10E7-B等发动机名称必须含有后缀Gxx, 以定义具体发机构型。对于ERJ 190-100和ERJ 190-200型别飞机, 下列发动机名称被批准用于运行: CF34-10E6G03,CF34-10E6A1G03,CF34-10E5G03,CF34-10E5A1G03,CF34-10E6G05 , CF34-10E6A1G05,CF34-10E5G05,CF34-10E5A1G05,CF34-10E7G03,CF34-10E7G05, CF34-10E5G07, CF34-10E5A1G07, CF34-10E6G07, CF34-10E6A1G07, CF34-10E7G07 和CF34-10E7-BG07. /The CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6 A1, CF34-10E7 and CF34-10E7-B engines designation, as presented in the Engine Parts List, must contain the suffix Gxx, which defines the specific engine configuration. For the ERJ 190-100 and ERJ 190-200 model, the following designations are approved for operation: CF34-10E6G03, CF34-10E6A1G03, CF34-10E5G03, CF34-10E5A1G03, CF34-10E6G05, CF34-10E6A1G05, CF34-10E5G05, CF34-10E5A1G05, CF34-10E7G03, CF34-10E7G05, CF34-10E5G07, CF34-10E5A1G07, CF34-10E6G07, CF34-10E6A1G07, CF34-10E7G07 and CF34-10E7-BG07.

发动机标牌可能将型别(例如 CF34-10E6)和后缀 Gxx(例如, G05)分开显示在不同栏目之中。/The engine nameplate may display the model (example: CF34-10E6) and the Gxx suffix (example: G05) in separate fields.

注释
/NOTE 9 对于ERJ 190-100 IGW飞机, 按Pós-Mod 服务通告190-00-0008的最大起飞重量将是46,000 kg, 按Pós-Mod服务通告190-00-0009的最大起飞重量将是51,800kg。
For ERJ 190-100 IGW model, Pós-Mod Service Bulletin 190-00-0008, Maximum Takeoff Weight will be 46 000 kg and Pós-Mod Service Bulletin 190-00-0009, Maximum Takeoff Weight will be 51 800 kg.

注释
/NOTE10 ERJ190-100和ERJ190-200型飞机的开槽及多孔摩擦材料处理跑道的着陆性能数据已经作为设计更改(0190-000-00136-2008) 被批准运营商如需使用经批准的数据须获得当地局方的批准, 并与管理机场的局方协商确认对相关标准的满足。CCAR25.1587条所要求的飞行手册应准确无误的表述可以使用这些性能数据的情况。
Performance data for landing on grooved or porous friction course (PFC) runway has been approved for ERJ190-100 and ERJ190-200 models according to Design Change Approval (DCA) 0190-000-00136-2008. The operators that wish to use this approved data must obtain operational approval from their local authority, and additionally the operators should coordinate with the airport authority in order that appropriate standards are followed. The AFM, as required by CCAR 25.1587, should unmistakably present the conditions under which such performance data may be used.

注释
/NOTE11 世袭 1000 飞机设定为私用的, 不能用于租赁或者公共运输, 除非按照服务通告 SB-190LIN-00-005 改装移门以支持商用包机运营。
The Lineage 1000 aircraft is configured to “private, not for hire or common carriage use” unless Service Bulletin SB-190LIN-00-005 Modification of Pocket Doors to Support Commercial Charter Operation is installed.

注释
/NOTE12 FCAR HES-36 应急出口定位标志不适用于 ERJ 190-100 ECJ 型。
Emergency Exit Locator ELOS(FCAR HES-36) is not applicable for ERJ 190-100 ECJ model.

- 注释**
/NOTE13 ERJ190-100 100 STD, -100 LR, -100 IGW和-100 ECJ型飞机的型号设计可靠性和性能按RBHA/14 CFR Part 25 附录K获得批准, ERJ190-100 100 STD, -100 LR和-100 IGW型飞机按CMP-2356 - ERJ 190构型维护程序 (CMP) 文件, 或ERJ 190-100 ECJ型飞机按CMP-2852 - ERJ 190构型维护程序 (CMP) 文件的运行和维护的条件下, 认为足以完成最长120分钟延程运行 (ETOPS)。
Models ERJ 190-100 STD, -100 LR, -100 IGW and -100 ECJ type design reliability and performance are approved according to RBHA/14 CFR Part 25 Appendix K and are considered adequate for Extended Range Operations (ETOPS) up to 120 minutes when operated and maintained as per CMP-2356 - ERJ 190 Configuration, Maintenance and Procedures (CMP) document for model ERJ 190-100 STD, -100 LR and -100 IGW or CMP-2852 - ERJ 190 Configuration, Maintenance and Procedures (CMP) document for model ERJ 190-100 ECJ.
- 注释**
/NOTE14 ANAC关于ERJ 190-100STD, -100LR, -100IGW, -100ECJ和ERJ 190-200STD, 200LR, -200IGW飞机审定基础中的与FAR 25相当的RBHA 25 (至25-117修正案) 和RBAC 26 (至26-01修正案) 要求技术上分别等同于民航发[2012]30 号文和CCAR-26。
The requirements of RBHA 25 (through Amendment 25-117) corresponding to FAR 25 and RBAC 26 (through Amendment 26-01) identified in the ANAC certification basis for ERJ 190-100STD, -100LR, -100IGW, -100ECJ and ERJ 190-200STD, -200LR, -200IGW airplane are technically equivalent to the requirement of CAO No 2012-30 and CCAR-26, respectively.
- 注释**
/NOTE15 CCAR-26 和民航发[2012]30 号文(CAO No 2012-30)的符合性已确认。
Compliance findings have been addressed for the requirements of CCAR-26 and Civil Aviation Order (CAO) No 2012-30.
- 注释**
/NOTE16 对于 ERJ190-300 和 ERJ190-400 机型的 RVSM 运行, 仅限于 P/N 19020009 之后的 50 架飞机。
For the ERJ 190-300 and ERJ 190-400 models, the RVSM operation is limited to 50 aircraft from the P/N 19020009.