

中国民用航空局  
CIVIL AVIATION ADMINISTRATION OF CHINA

型号合格证数据单

TYPE CERTIFICATE DATA SHEET

编号/No: TC0023A

版次/Revision: 3

型别/Model: ARJ21-700

批准人/Approved By:

徐超群

日期/Date: 2018 年 3 月 30 日

本数据单是型号合格证（编号：TC0023A）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合格证的产品的状态和限制。

This data sheet, which is part of Type Certificate (No: TC0023A), 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.

型号合格证持有人/Type Certificate Holder:

中国商用飞机有限责任公司/ The Commercial Aircraft Corporation of China, Ltd.

中国上海市张杨路 25 号/No. 25, Zhangyang Road, Shanghai, China

邮政编码: 200120 / Post Code: 200120

|                |   |   |   |   |   |   |   |   |   |    |    |    |    |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|
| 版次/Revision    | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 2 | 3  | 3  | 3  | 2  |
| 页码/Page number | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |

一、产品型别和批准日期/THE PRODUCT MODEL AND APPROVAL DATE

产品型别/Product Model: ARJ21-700（运输类）/ARJ21-700 (Transport Category)

批准日期/Approval Date: 2014 年 12 月 29 日/Dec. 29, 2014

二、合格审定基础和生产依据/CERTIFICATION BASIS AND PRODUCTION BASIS

1. 型号合格审定基础/Type Certification Basis

1.1 适航标准/Airworthiness Standards

a. 民用航空规章/Civil Aviation Regulations

- (i) 《运输类飞机适航标准》(CCAR-25-R3, 2001年5月14日第三次修订), 其中§25.981除外;

<Airworthiness Standards: Transport Category Airplane> (CCAR-25-R3, Revision 3 on May 14, 2001), except §25.981;

- (ii) 依据《关于运输类飞机点火源防护追溯要求的通知》(民航发[2012]30号), 《运输类飞机适航标准》(CCAR-25-R4, 2011年11月7日第四次修订), 适用条款: 第25.981条(a)、(d), 其中(d)款的燃油箱可燃性要求除外;

Under the <Retrospective Requirements for Transport Category Airplane Ignition Sources Prevention> (CAO No.2012-30) on Mar. 5, 2012>, <Airworthiness Standards: Transport Category Airplane> (CCAR-25-R4, Revision 4 on Nov. 7, 2011), applicable section: § 25.981 (a), (d), except the fuel tank flammability requirement in paragraph (d);

- (iii) 《运输类飞机的持续适航和安全改进规定》(CCAR-26, 2011年11月7日发布), 适用条款: 第26.1条, 第26.5条, 第26.11条, 第26.37条, 第26.43条, 第26.45条;

<Continued Airworthiness and Safety Improvements for Transport Category Airplanes> (CCAR-26, Issued on Nov. 7, 2011), applicable sections: § 26.1, § 26.5, § 26.11, § 26.37, § 26.43, § 26.45;

- (iv) 已证明符合水上迫降 (§25.801) 和防冰 (§25.1419) 的要求。

The requirements of ditching (§25.801) and ice protection (§25.1419) have been complied with.

b. 专用条件/Special Conditions

- (i) SC-25-003 飞机驾驶舱舱门 (发布日期: 2014年11月26日)

SC-25-003 Flight-Deck Door (Issued on Nov. 26, 2014)

- (ii) SC-25-004 系统对结构的影响 (发布日期: 2014年11月26日)

SC-25-004 Interaction of Systems and Structures (Issued on Nov. 26, 2014)

- (iii) SC-25-005 发动机突然停车 (发布日期: 2014年11月26日)

SC-25-005 Load Caused by Engine Sudden Stoppage (Issued on Nov. 26, 2014)

- (iv) SC-25-006 起落架减震试验 (发布日期: 2014年11月26日)

SC-25-006 Landing Gear Shock Absorption Test Requirements (Issued on Nov. 26, 2014)

- (v) SC-25-007 隔热/隔音材料 (发布日期: 2014年11月26日)

SC-25-007 Thermal/Acoustic Insulation Materials (Issued on Nov. 26, 2014)

- (vi) SC-25-008 通过操纵品质评定系统的方法来评估飞行特性符合性 (发布日期: 2014年

11 月 26 日)

SC-25-008 Flight Characteristics Compliance via Handling Qualities Rating System Method  
(Issued on Nov. 26, 2014)

(vii) SC-25-009 用于进近爬升和复飞阶段的起飞推力自动控制系统 (ATTCS) (发布日期:  
2014 年 11 月 26 日)

SC-25-009 ATTCS During Approach Climb and Go-around (Issued on Nov. 26, 2014)

(viii) SC-25-010 高能电磁辐射场 (HIRF) (发布日期: 2014 年 11 月 26 日)

SC-25-010 High Intensity Radiant Field (HIRF) (Issued on Nov. 26, 2014)

(ix) SC-25-011 无正常电源时的运行 (发布日期: 2014 年 11 月 26 日)

SC-25-011 Operation without Normal Power Supply (Issued on Nov. 26, 2014)

(x) SC-25-012 电子飞行控制系统 - 舵面知晓和模式通告 (发布日期: 2014 年 11 月 26 日)

SC-25-012 Fly By Wire: Control Surface Awareness and Mode Annunciation (Issued on Nov.  
26, 2014)

(xi) SC-25-013 电子飞行控制系统 - 指令信号完整性 (发布日期: 2014 年 11 月 26 日)

SC-25-013 Fly By Wire: Command Signal Integrity (Issued on Nov. 26, 2014)

(xii) SC-25-014 驾驶舱语音记录器 (CVR) 增加记录数据链功能和独立电源 (RIPS) (发布  
日期: 2014 年 11 月 26 日)

SC-25-014 CVR with Data Link Recording Function and RIPS (Issued on Nov. 26, 2014)

c. 等效安全/Equivalent Level of Safety Findings

(i) 问题纪要 A007: 发动机罩和短舱蒙皮防火等效安全/Issue Paper A007: ELOS for Engine  
Cover and Nacelle Skin Fire Prevention

§25.1193(e)(3);

(ii) 问题纪要 F004: 使用 1g 失速速度作为审定基础的等效符合性/ Issue Paper F004: Using  
1-G Stall Speed as the Equivalent Safety Findings for TC Basis

§25.103(a)、(a)(1)、(a)(2), §25.103(b), §25.103(c), §25.103(d), §25.107(b)(1), §25.107(b)(2),  
§25.107(c)(3), §25.107(g), §25.111(a), §25.119(b), §25.121(c), §25.121(d), §25.121(d)(3),  
§25.121(d)(4), §25.125(a)(2), §25.143(g), §25.145(a)、(a)(1), §25.145(b)(1) ~ (4),  
§25.145(b)(1), §25.145(b)(6), §25.145(c)、§25.147(a)、(a)(2)、(c)(d), §25.149(c),  
§25.161(b)、(c)(1)、(c)(2)、(c)(3)、(d), §25.161(e)(3), §25.175(a)(2)、(b)(1)、(b)(2)、  
(b)(3)、(c)(4), §25.175(b)(2)(ii), §25.175(c), §25.175(d), §25.175(d)(5), §25.177(c),  
§25.181(a)、(b), §25.201(a)(2), §25.207(b), §25.207(c), §25.207(d), §25.207(e), §25.207(f),  
§25.233(a), §25.237(a)、(b)(1)、(b)(2), §25.735(f)(2), §25.735(g), §25.773(b)(1)(i),  
§25.1001(c)(1)、(c)(3), §25.1323(c)(1), §25.1323(c)(2), §25.1325(e), §25.1587(b)(2);

(iii) 问题纪要 F007: 对 CCAR25.233 和 25.237 的等效安全/Issue Paper F007: ELOS for §

- 25.233 and §25.237  
§25.233, §25.237;
- (iv) 问题纪要 F008: 对 CCAR25.143(a)、(b)和 25.145(c)的等效安全/Issue Paper F008: ELOS for §25.143(a)、(b) and §25.145(c)  
§25.143(a)、(b), §25.145(c);
- (v) 问题纪要 F010: 关于未在标牌或仪表上示出机动速度  $V_A$  的等效符合性/Issue Paper F010: ELOS for the Maneuvering Speed  $V_A$  Placard or Indication  
§25.1545, §25.1583;
- (vi) 问题纪要 P005: 辅助动力装置系统等效安全/Issue Paper P005: ELOS of APU Installation  
CCAR-25 E, F, G 分部;
- (vii) 问题纪要 P006: 飞行临界反推等效安全/Issue Paper P006:ELOS of Thrust Reverser  
§25.933(a)(1)(ii), §25.1309(b)(1);
- (viii)问题纪要 P009: 点火开关快速切断措施等效安全/Issue Paper P009: ELOS of Ignition Quick Shut-off  
§25.1145(b);
- (ix) 问题纪要 P013: 发动机燃油滤污染的告警措施/Issue Paper P013: Indication of Impending Fuel Filter Bypass  
§25.1305(c)(6), §25.997(d);
- (x) 问题纪要 SE010: 关于 25.1309 的等效安全判定/Issue Paper SE010: ELOS for § 25.1309  
§25.1309;
- (xi) 问题纪要 SE011: 动力装置参数指示/See Issue Paper SE011: Parameter Indication of Powerplant  
§25.1549, §25.1321(c);
- (xii) 问题纪要 SE017: 关于语音记录器 (CVR) 符合性方式说明/Issue Paper SE017: Cockpit Voice Recorder  
§25.1457(c);
- (xiii)问题纪要 SE020: 将 FAR25.1435 (第 25-104 修正案) 作为 CCAR25.1435 的等效安全条款/Issue Paper SE020: Hydraulic System (Using FAR 25.1435 Amdt.25-104)  
§25.1435;
- (xiv)问题纪要 SE026: 座舱温湿度限制 (ELOS) /Issue Paper SE026: Cabin Temp-humidity Limits (ELOS)  
§25.831(g);
- (xv) 问题纪要 SE027: 关于垂直加速度计符合性方式说明/Issue Paper SE027: Vertical Acceleration Meter Installation

§25.1459(a)(2)。

- (xvi) 问题纪要 EE-30: 航行灯系统垂直平面光强和掺入光强偏离 / Issue Paper EE-30: Intensity deviation in vertical plane and overlapping area of position lighting system

§25.1389(b)(2), §25.1389(b)(3), §25.1393, §25.1395。

d. 豁免/Exemptions

- (i) E-001 发动机不可控高推力 (UHT) 部分豁免 §25.901(c) (生效日期: 2014 年 11 月 26 日) (豁免有效期: 长期)

E-001, Partial Exemption for Uncontrollable High Thrust, Issued on Nov. 26, 2014, §25.901(c) (Period of exemption: long-term)

- (ii) E-002 关于燃油箱结构闪电防护的豁免 §25.981(a)(3) (生效日期: 2014 年 11 月 26 日) (豁免有效期: 长期)

E-002, Exemption for Lightning Protection of Fuel Tank Structure, Issued on Nov. 26, 2014, §25.981(a)(3) (Period of exemption: long-term)

- (iii) E-003 关于燃油箱可燃性要求临时豁免 §26.37 (生效日期: 2014 年 11 月 26 日) (豁免有效期: ARJ21-700 型飞机取得型号合格证之日起 4 年内完成设计更改和验证工作, 8 年内完成在役飞机的设计更改贯彻)

E-003, Temporary Exemption for Fuel Tank Flammability Requirement, Issued on Nov. 26, 2014, §26.37 (Period of exemption: the design changes and related substantiation for reducing the fuel tank flammability shall be completed within 4 years after the TC issuance of ARJ21-700, and implementation of the design change for the in-service airplanes shall be completed within 8 years after the TC issuance of ARJ21-700)

- (iv) E-004 关于座舱压力高度限制的豁免 §25.841(a)(2)(i) (生效日期: 2014 年 12 月 5 日) (豁免有效期: 长期)

E-004, Exemption for Cabin Pressure Altitude Limit, Issued on Dec. 5, 2014, §25.841(a)(2)(i) (Period of exemption: long-term)

1.2 环境保护要求/Environmental Protection Requirements

- a. 《航空器型号和适航合格审定噪声规定》(CCAR-36-R1, 2007 年 4 月 15 日第一次修订) <Noise Standards: Aircraft Type and Airworthiness Certification> (CCAR-36-R1, Revision 1 on April 15, 2007)

- b. 《涡轮发动机飞机燃油排泄和排气排出物规定》(CCAR-34, 2002 年 3 月 20 日发布) <Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes> (Issued on March 20, 2002)

2. 生产依据/Production Basis

生产许可证 编号: PC0031A (生产许可证的适用性详见注释 6 和注释 7)

Production Certificate No. PC0031A (See Note 6 and Note 7 for PC applicability)

### 三、技术特性和使用限制 / TECHNICAL CHARACTERISTICS AND OPERATIONAL LIMITATIONS

#### 1. 型号设计定义/Type Design Definition

ARJ21-700 飞机设计构型报告（编号：971JB002，版次：Y 或后续经批准版次）。

ARJ21-700 Aircraft Design Configuration Report (Number 971JB002, Revision Y or subsequent approved revision).

#### 2. 发动机/Engine

##### 2.1 型别/Model

两台 CF34-10A16 涡轮风扇发动机，型号认可证编号：VTC0210E。

Two CF34-10A16 turbofan engines; Validation Type Certificate No. VTC0210E.

##### 2.2 制造人/Manufacturer

美国通用电气公司/General Electric Company.

##### 2.3 限制/Limits

| 工作状态<br>Status                 |                                                       | 时间限制<br>Time limit                          | ITT 限制<br>ITT limit | 最大转速<br>Maximum speed<br>N1% N2% |            | 推力 <sup>4</sup><br>Thrust <sup>4</sup> |
|--------------------------------|-------------------------------------------------------|---------------------------------------------|---------------------|----------------------------------|------------|----------------------------------------|
| 起飞和复飞<br>Takeoff and go-around |                                                       | 5 分钟 <sup>1</sup><br>5 minutes <sup>1</sup> | 951℃ <sup>3</sup>   | 106.2                            | 105        | 17300lb                                |
| 最大起飞<br>Maximum takeoff        |                                                       | 5 分钟 <sup>1</sup><br>5 minutes <sup>1</sup> | 983℃ <sup>3</sup>   | 106.2                            | 105        | 17640lb                                |
| 最大连续<br>Maximum continuous     |                                                       | 连续 <sup>2</sup><br>Continuous <sup>2</sup>  | 960℃                | 106.2                            | 105        | 16110lb                                |
| 起动<br>Start                    | 地面起动<br>Ground Start                                  | 参考起动机限制<br>Ref. to starter limits           | 740℃                | 不适用<br>N/A                       | 不适用<br>N/A | 不适用<br>N/A                             |
|                                | 空中起动机起动<br>In flight start with<br>starter assistance | 参考起动机限制<br>Ref. to starter limits           | 875℃                | 不适用<br>N/A                       | 不适用<br>N/A | 不适用<br>N/A                             |
|                                | 风车起动<br>Windmill start                                | 不适用<br>N/A                                  | 875℃                | 不适用<br>N/A                       | 不适用<br>N/A | 不适用<br>N/A                             |

注1 油门杆角度大于最大连续，时间限制 5 分钟。单发工作时，自动推力储备（APR）  
时间限制延长到 10 分钟。

Note1 The time limit is five minutes when the throttle lever is at the position more than  
Maximum continuous rating. The 5-minute limit may be extended to 10 minutes for

Auto Power Reserve (APR) during one engine inoperative.

注2 单发失效后，工作的发动机在最大连续推力状态下能在长时间内提供较高的推力。

Note2 During one engine inoperative, the operative engine at the maximum continuous rating can provide higher thrust for long time.

注3 起飞/复飞和 APR 推力对应的 ITT 限制基于 5 分钟时限。单发工作时，APR 时限延长到 10 分钟。

Note 3 The ITT limits for TO/GA and APR ratings are based on 5 minutes. During one engine inoperative, the time limits extend to 10 minutes for APR.

注4 发动机推力基于台架校准性能， 计算假设条件如下：

- (1) 海平面静态，起飞推力和最大起飞推力平台温度 ISA+15℃，最大连续推力平台温度 ISA+10℃；
- (2) 无飞机负载或引气；
- (3) 无进气损失。

Note 4 Engine thrusts are based on calibrated test stand performance. These calculations assume the following conditions:

- (1) Static thrust , sea level ,takeoff and maximum takeoff flat-rated to ISA + 15℃, Maximum continuous flat-rated to ISA + 10℃.
- (2) No aircraft accessory loads or air extraction.
- (3) No inlet losses.

### 3. 辅助动力装置/APU

#### 3.1 型别/Model

APS2600[A]。

#### 3.2 制造商/Manufacturer

美国汉胜公司/Hamilton Sundstrand。

#### 3.3 限制/Limits

##### a. 高度和转速/Altitude and Spool speed

APU 起动高度不高于 30,000ft;

The starting altitude of APU should not be higher than 30,000ft.

正常工作的转速范围 95%-105%。

Normal operating spool speed range is 95%-105%.

##### b. 排气温度/Exhaust Gas Temperature

|                        |                                          |                    |
|------------------------|------------------------------------------|--------------------|
| APU 工作状态<br>APU Status | 排气温度(EGT)限制值<br>Limit of the exhaust gas | 说明<br>Instructions |
|------------------------|------------------------------------------|--------------------|

|                         | temperature(EGT) |                                                                                                                                                                                                                                             |
|-------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| APU 起动<br>APU starting  | 1032℃            | 仅在地面时, 当温度达到此限制时自动停车; 在空中时, APU 不会自动停车<br>Only on the ground, when the EGT reaches the temperature limit, the APU would shut down automatically; In flight, the APU would not shut down automatically.                                      |
| APU 运转<br>APU operating | 718℃             | 仅在地面稳态工作时当温度达到此限制值, 3 秒后自动停车; 在空中时, APU 不会自动停车<br>Only during ground steady operating, the APU would shut down automatically in 3 seconds once the EGT reach the temperature limit; in flight ,the APU would not shut down automatically    |
|                         | 788℃             | 仅在地面稳态工作时当温度达到此限制值, 0.5 秒后自动停车; 在空中时, APU 不会自动停车<br>Only during ground steady operating, the APU would shut down automatically in 0.5 second once the EGT reach the temperature limit; in flight ,the APU would not shut down automatically |

#### 4. 燃油和燃油容量/Fuel and Fuel Capacities

##### 4.1 燃油/Fuel

满足国标 GB6537-2006 要求的燃油。

Fuels in compliance with the GB6537-2006.

其余符合 GE 喷气燃油规范 NO.D50TF2 的燃油。对每一批准的特殊燃油按照操作指南 GEK 112094 执行。

Other fuels in compliance with GE Specification NO.D50TF2.For each approved special fuel, the operating instructions defined in the GEK 112094 should be followed.

燃油添加剂及其浓度必须符合 GE 公司规范 NO.D50TF2 的要求。

Fuels additives and concentration must conform to GE Specification NO.D50TF2.

##### 4.2 燃油容量/Fuel capacities

最大燃油容量

Maximum fuel capacities

| 油箱/Tank        | 容积/Volume ( L ) | 重量/Weight ( kg ) |
|----------------|-----------------|------------------|
| 左油箱/Left tank  | 6468            | 5193             |
| 右油箱/Right tank | 6468            | 5193             |

|          |       |       |
|----------|-------|-------|
| 总计/Total | 12936 | 10386 |
|----------|-------|-------|

其中燃油密度以 0.803 kg/L 计。

The fuel density is counted as 0.803kg/L.

可用和不可用燃油重量及平衡力臂：

Weight and balance arm of the usable and unusable fuel

| 类别<br>Category         | 燃油位置<br>Fuel location | 容积<br>Volume (L) | 重量<br>Weight (kg) | 力臂<br>Arm (mm) |
|------------------------|-----------------------|------------------|-------------------|----------------|
| 可用燃油<br>Usable fuel    | 左油箱/Left tank         | 6421             | 5155              | 16005          |
|                        | 右油箱/Right tank        | 6421             | 5155              | 16005          |
|                        | 总计/Total              | 12842            | 10310             | 16005          |
| 不可用燃油<br>Unusable fuel | 左油箱/Left tank         | 47               | 38                | 15735          |
|                        | 右油箱/Right tank        | 47               | 38                | 15735          |

其中燃油密度以 0.803 kg/L 计。

The fuel density is counted as 0.803kg/L.

5. 滑油和滑油容量/Oil and Oil Capacities

5.1 滑油/Oil

符合 GE 规范 NO.D50TF1 的滑油。对每一批准的特殊滑油按照操作指南 GEK 112094 执行。

Oils in compliance with GE Specification NO.D50TF1. For each approved special oil, the operating instructions defined in the GEK 112094.should be followed.

5.2 滑油容量/Oil Capacity

GE CF34-10A16 发动机滑油箱滑油总容量 13.3 US 夸脱，其中可用滑油 12.7 US 夸脱。

Total oil tank capacity of GE CF34-10A16 engine is 13.3 US quarts, usable oil is 12.7 US quarts.

6. 空速限制/Airspeed Limits

最大使用速度  $V_{MO}/M_{MO} = 330$  节校正空速(KCAS) / 0.82 马赫数。

$V_{MO}/M_{MO} = 330$  KCAS/ 0.82

对于其它空速限制，详见经 CAAC 批准的飞行手册。

Refer to the CAAC approved Flight Manuals for other airspeed limits.

7. 最大使用高度/Maximum Operating Altitude

7.1 起飞和着陆的最大气压高度/Maximum Taking Off or Landing Pressure Altitude

9,324ft(2,842m)。

7.2 最大使用气压高度/Maximum Operating Pressure Altitude

39,000ft ( 11,900m ) 。

8. 重心范围/Center of Gravity Ranges

详见经 CAAC 批准的飞行手册。

Refer to the CAAC approved Flight Manuals.

9. 最大重量/Maximum Weights

| 机型<br>Model    | 最大滑行重量<br>Maximum Taxiing<br>Weight (kg) | 最大起飞重量<br>Maximum<br>Take-off Weight<br>(kg) | 最大着陆重量<br>Maximum<br>Landing Weight<br>(kg) | 最大零油重量<br>Maximum Zero<br>Fuel Weight<br>(kg) |
|----------------|------------------------------------------|----------------------------------------------|---------------------------------------------|-----------------------------------------------|
| 标准航程型<br>(STD) | 40580                                    | 40500                                        | 37665                                       | 34163                                         |
| 增大航程型<br>(ER)  | 43580                                    | 43500                                        | 40455                                       | 34163                                         |

10. 测量基准/Datum

机身 0 站位，位于机头前点前 177.80mm 处。

The fuselage station zero is located 177.80mm forward of the nose section.

11. 定水平措施/Leveling Means

包含水泡式快速调平装置和铅锤式快速调平装置，均布置于前起落架舱内左侧区域。

A plumb bob and leveling provision scale are provided on the left side of the nose gear wheel well.

12. 平均气动弦/Mean Aerodynamic Chord

平均气动弦（MAC）弦长 3456.23mm;

The MAC length is 3456.23mm;

平均气动弦前缘至测量基准的距离 15629.83mm。

Distance between the leading edge of the MAC and the datum is 15629.83mm.

13. 最小飞行机组/Minimum Flight Crew

2 人（正驾驶和副驾驶）。

Two (Pilot and Co-pilot).

14. 最大客座数/Maximum Passengers

90 座。

90 seats.

15. 操纵面运动范围/Control Surface Movements

左右机翼的副翼

Ailerons of left and right wings

向上 20±1 度      20°±1° TE up

向下 20±1 度      20°±1° TE down

左右机翼内侧、外侧襟翼

Inboard/Outboard flaps of left and right wings

$0\pm0.4$ 、 $15\pm0.6$ 、 $25\pm0.6$ 、 $41.5\pm0.6$  度

$0^\circ\pm0.4^\circ$ 、 $15^\circ\pm0.6^\circ$ 、 $25^\circ\pm0.6^\circ$ 、 $41.5^\circ\pm0.6^\circ$

左右机翼内侧、中间和外侧缝翼

Inboard/Median/Outboard slats of left and right wings

$0\pm0.4$ 、 $20.85\pm0.6$  度

$0^\circ\pm0.4^\circ$ 、 $20.85^\circ\pm0.6^\circ$

左右升降舵

Left and right elevators

向上  $27\pm1$  度,  $27^\circ\pm1^\circ$  TE up

向下  $20\pm1$  度,  $20^\circ\pm1^\circ$  TE down

水平安定面

Horizontal stabilizers

平尾后缘向上  $13.5\pm0.5$  度,  $13.5^\circ\pm0.5^\circ$  TE up

平尾后缘向下  $2.1\pm0.5$  度,  $2.1^\circ\pm0.5^\circ$  TE down

方向舵

Rudders

向左  $25\pm1$  度,  $25^\circ\pm1^\circ$  left

向右  $25\pm1$  度,  $25^\circ\pm1^\circ$  right

左右机翼地面/多功能扰流板

Ground spoilers/Multi-function spoilers

$45\pm2$  度,  $45^\circ\pm2^\circ$

## 16. 制造序号/Serial Numbers

105、106、107、108

## 17. 设备/Equipment

17.1 适用的适航标准（见审定基础）所要求的基本设备必须安装在航空器上以满足型号合格审定的要求。

The basic required equipment as prescribed in the applicable airworthiness regulations (see the Certification Basis) must be installed in the aircraft to meet the requirements of type certification.

### 17.2 设备清单/Equipment List

《ARJ21-700 飞机取证构型装机设备清册》（编号：971HZ2006，版次：M、M1 或后续经批准版次）

<ARJ21-700 Aircraft TC configuration equipment list> (NO.971HZ2006, revision M, M1 or

subsequent approved revision)

#### 四、批准的技术资料/APPROVED TECHNICAL DOCUMENTS

##### 1. 使用类手册/Operational Manuals

ARJ21-700 飞机飞行手册 TP700001, 初版或后续经批准的版次

ARJ21-700 Airplane Flight Manual TP700001, Original Issue or subsequent approved revision

ARJ21-700 飞机飞行手册 TP700100, R1 或后续经批准的版次

ARJ21-700 Airplane Flight Manual TP700100, R1 or subsequent approved revision

ARJ21-700 飞机重量平衡手册 TP700009, R3 或后续经批准的版次

ARJ21-700 Airplane Weight and Balance Manual TP700009, R3 or subsequent approved revision

##### 2. 持续适航文件/Instructions for Continued Airworthiness

ARJ21-700 适航限制部分 TP700045, R2 或后续经批准的版次

ARJ21-700 Airworthiness Limitation Section TP700045, R2 or subsequent approved revision

ARJ21-700 飞机结构修理手册 TP700008, R4 或后续经批准的版次

ARJ21-700 Airplane Structure Repair Manual TP700008, R4 or subsequent approved revision

#### 五、注释/NOTES

注释 1 在初始适航审定时, 对每架飞机必须提供现行的重量平衡报告, 该重量平衡报告中  
含有该飞机空机重量所装设备的清单。

Note 1 A current Weight and Balance Report must be provided for each aircraft at the time of initial  
airworthiness certification, and the report shall include the list of equipment installed on  
the empty airplane.

注释 2 经 CAAC 批准的飞机飞行手册、适用的运营规章或审定基础要求的标牌必须安装在  
飞机上。

Note 2 All placards required by either the CAAC approved AFM, the applicable operating rules, or  
the Certification Basis must be installed in the aircraft.

注释 3 ARJ21-700 飞机已按照 RVSM 适航要求以非群组方式进行验证, 已具备 RVSM 运行资  
格的 ARJ21-700 飞机序列号参见《ARJ21-700 飞机飞行手册》(TP700100, 初版或后  
续经批准的版次)。此条不构成 RVSM 的运行批准。

Note 3 ARJ21-700 aircraft has been demonstrated under the non-group airworthiness requirement

of RVSM, The aircraft serial numbers which are qualified for the operation in RVSM airspace are listed in the CAAC Approved ARJ21-700 Airplane flight Manual (TP700100, Original Issue or subsequent approved revision). It does not constitute approval to conduct RVSM operation.

注释 4 任何不可控高推力 (UHT) 失效状态, 可能会影响飞机的安全运行。因此, 飞行员应按照 CCAR-121 规定的使用困难报告要求报告不可控高推力故障的事件。

Note 4 The occurrence of any uncontrollable high thrust failure condition may endanger the safe operation of airplane. As a result the pilot are required to report the occurrence of uncontrollable high thrust event under the requirement specified in CCAR-121 on the service difficulty report.

注释 5: 飞行手册 TP700001 适用于首次型号合格取证构型的飞机, 飞行手册 TP700100 适用于首次型号合格取证后续设计更改构型的飞机。

Note 5 AFM TP700001 is applicable to aircrafts with initial certificated type design configuration; AFM TP700100 is applicable to aircrafts with subsequent type design changed configurations after initial type certification.

注释 6: 下列制造序号飞机仅依据型号合格证生产:

105、106

Note 6 The following Aircraft Serial Numbers were produced under Type Certificate only:

105, 106

注释 7: 生产许可证 (编号: PC0031A) 已于 2017 年 6 月 28 日颁发, 其中包含 ARJ21-700 型号。

Note 7 Production Certificate (No.PC0031A) including the ARJ21-700 aircraft was issued on Jun. 28, 2017.

-结束-

-END-