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第 1 部分 概述 (所有型别)

SECTION 1 GENERAL(ALL MODELS)

1. CAAC 认可数据单和型号合格证数据单 CAAC Validation Data Sheet and Type Certificate Data Sheet

	中国民用航空总局认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前/ Current	VTC0109A for CL-600-2D24(Regional Jet Series 900), Revision 3, 2012 年 6 月 29 日	TCCA TCDS A-131, Rev.43, June 3, 2011
历史/ History	VTC0109A for CL-600-2B16(604 Variant), Revision 2, 2010 年 11 月 9 日 VTC120A for CL-600-2B16(604 Variant), 2002 年 3 月 4 日 VTC109A for CL-600-2B19(Regional Jet Series 100), 2002 年 3 月 5 日 VTC144A for CL-600-2C10(Regional Jet Series 700 and 701), 2005 年 1 月 28 日 VTC0109A, Revision1, 2010 年 1 月 12 日	TCCA TCDS A-131, Rev.41, Nov.5, 2008 TCCA TCDS A-131, Rev.28, Nov.16, 2001 TCCA TCDS A-131, Rev.23, Nov.13, 1998 TCCA TCDS A-131, Rev.29, Sep.9, 2002 TCCA TCDS A-131, Rev.41, Nov.5, 2008

2. 适航类别/Airworthiness Category: 运输类航空器/ Transport Category aircraft

3. 认可当局/Validation Authority: 中国民用航空局/CAAC
审定当局/Certifying Authority: 加拿大民用航空局/TCCA

4. 型号合格证持有人/Type Certificate Holder: Bombardier Inc.
P.O. Box 6087,
Station Centre-Ville
Montreal, Quebec
Canada H3C 3G9

5. 认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 TCCA 的审定基础 (见 TCCA 型号合格证数据单: 编号 A-131) 和 CAAC 的附加技术条件组成。

The CAAC validation basis consists of the TCCA certification basis (refer to TCCA Type Certificate Data Sheet No. A-131) and the CAAC additional technical conditions.

6. 中国民用航空局特殊要求/CAAC Special Requirements

交付到中国的每一架特定的航空器须满足下述特殊要求:

Each of specific aircraft delivered to China shall meet the following Special Requirements:

- (1) 符合所有适用的 TCCA 颁布的适航指令:
All applicable airworthiness directives (ADs) issued by the TCCA shall be complied with.

第 2 部分/SECTION 2: CL-600-2B16(604 Variant)

I. 总则/General

- | | |
|--------------------------------------|---|
| 1. 衍生型/Variant or Model: | CL-600-2B16(604 Variant)
见注释 2、3 和 5。/See Notes 2, 3 & 5. |
| 2. 适航类别/Airworthiness Category: | 运输类航空器/Transport category Aircraft |
| 3. 型号合格证持有人/Type Certificate Holder: | Bombardier Inc.
P.O. Box 6087,
Station Centre-Ville
Montreal, Quebec
Canada H3C 3G9 |
| 4. TCCA 批准日期/TCCA Approved Date: | 1995.09.20/Sep.20, 1995 |
| 5. CAAC 批准日期/CAAC Approved Date: | 2002.03.04/Mar.04, 2002 |

II. 认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 TCCA 的审定基础（详见 TCCA 型号合格证数据单：编号 A-131 中的 CL-600-2B16(604 Variant) 型别部分的审定基础）和 CAAC 如下附加技术条件组成。

The CAAC validation basis consists of the TCCA certification basis (refer to the certification basis of CL-600-2B16(604 Variant) in TCCA Type Certificate Data Sheet No. A-131) and the following CAAC additional technical conditions:

- (1) 按 CAAC 适航指令 CAD97-MULT-38 的要求，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.
- (2) 根据 CCCAR121.301(d)，高度测量单位应至少采用米制；
Per CCAR 121.301(d), the altimeter measure unit shall be indicated in meter at least.
- (3) 确定中国国标 3 号燃油（GB6537-94）的使用条件；
Operational condition for the P.R.C. JET fuel No.3 (GB 6537-94) shall be defined.
- (4) 标记要求/Placard Requirements:
根据 CCAR21.29(5)：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 equipments possible operated by passengers shall be presented in Chinese at least.

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

发动机/Engines:

两台通用电气 CF 34-3B 发动机/Two General Electric CF 34-3B

燃油/Fuel:

牌号/ Type	规范/ SPECIFICATION		
No.3 Jet Fuel	中国/ China: GB6537-94		
	加拿大/ Canada	美国/ USA	英国/ UK

Kerosene Jet A, A-1 JP8	CAN/CGSB 3.23 3-GP-23	ASTM D1655 MIL-T-83133	DERD 2494 DERD 2453
Wide Cut Jet B JP4	CAN/CGSB 3.22 CAN/CGSB 3.22	ASTM D1655 MIL-T-5624	DERD 2486 DERD 2454
High Flash JP5	3-GP-24	MIL-T-5624	DERRRD 2452

燃油添加剂 - 见列于批准的出版物中的飞机飞行手册/

Fuel additives - See AFM as listed in Approved Publications

滑油/Oil:

发动机, APU, IDG/ Engine, APU, IDG

MIL-L-7808 (I 类) 或 MIL-L-23699 (II 类) 或其他在维护手册中规定的滑油 (见持续适航文件)。/

MIL-L-7808 (Type I) or MIL-L-23699 (Type II) or other approved oils as identified in the Maintenance manual (refer to Instructions for Continued Airworthiness).

发动机限制/Engine Limits:

见列于批准的出版物中的飞机飞行手册/

See AFM as listed in Approved Publications

最大滑油压力/Maximum Oil Pressure:

见列于批准的出版物中的飞机飞行手册/

See AFM as listed in Approved Publications

最小滑油压力/Minimum Oil Pressure:

见列于批准的出版物中的飞机飞行手册/

See AFM as listed in Approved Publications

辅助动力装置/APU:

序号 5630 及之前, 且未执行服务通告 601-0568: /

Up to and include Serial Number 5630 and Pre Service Bulletin 601-0568:

Garret GTCP-36-100E

限制/ Limits:

最大 RPM/ Maximum RPM:

110%

最大 EGT /Maximum EGT:

运转 /Running

731°C

起动/ Starting

974°C

低于 60%RPM 870°C 最大 20 秒/

Below 60%RPM 870°C Maximum 20 seconds

序号 5631 及之后, 或执行服务通告 601-0568 后: /

A/C 5631 and subsequent, or Post Service Bulletin 601-0568:

Honeywell 36-150(CL)

限制/ Limits:

最大 RPM/ Maximum RPM:

110%

最大 EGT /Maximum EGT:

运转 /Running

731°C

起动/ Starting

974°C

关于 APU 限制, 参见航空器飞行手册 PSP604-1。/

See AFM PSP604-1 for APU limitations.

空速限制/Airspeed Limits (IAS):

节/Knots

马赫数/Mach

VMO 和 MMO (最大使用) /

VMO and MMO (Maximum Operating)

海平面到 8000 英尺 /Sea Level to 8000 ft.

300*

*

* (VMO 和 MMO 随高度变化见飞机飞行手册) /

* (See Flight Manual for Variations of VMO and MMO with altitude).

VFE (襟翼放出) /VFE (Flaps Extended) 20°	231
30°	197
45°	189

(VA 随高度和飞机重量变化见飞机飞行手册) /

(See Flight Manual for Variation of VA with altitude and aircraft weight).

VLO (起落架操作) /VLO (Landing Gear Operating)	197
VLE (起落架放下) /VLE (Landing Gear Extended)	250

最大重量/Maximum Weights:

起飞/Takeoff	21591 千克/kg	47600 磅/lbs. *
	21863 千克/kg	48200 磅/lbs. **

对于其他重量限制和航空器适用范围, 见列于批准的出版物中的飞机飞行手册。/
See AFM, as listed in Approved Publications, for other weight limitations and aircraft eligibility.

* 604 系列/604 Variant

** 完成 SB 604-11-001 的 604 系列, 或序号 5640 及之后的 604 系列/

604 Variant with SB 604-11-001, or 604 Variant Serial Number 5640 and subsequent

滑油量/Oil Capacity:

	每台发动机/Per Engine	APU
	总量 (可用) / Total (Usable)	总量 (可用) / Total (Usable)
升/ Liters	6.43 (5.2)	2.7 (1.55)
英制夸脱 /Imperial quarts	5.66 (4.58)	2.4 (1.36)

适用的生产序号/ Serial Numbers Eligible:

5301 及以后/ 5301 and subsequent

标牌/ Placards:

标牌列于下列 Canadair 图纸/ Placards are listed in the following Canadair Limited Drawings: 601-40402, 601-40452, 604-51000。

批准的出版物/ Approved Publications:

604 系列 (序号从 5301 至 5699) / 604 Variant(from S/N 5301 to 5699):

- 飞机飞行手册, Canadair 出版物 (DOT) PSP-604-1 及以后批准的版次。/ Airplane Flight Manual, Canadair Publication (DOT) PSP-604-1 and later approved revisions.
- 时限/维修检查手册, 手册号为 CH 604 TLMC 或后续批准的版次, 第 5 至 10 章, 包括损伤容限检查、审定维修要求和寿限件。此内容分别与 Canadair 文件 RAS-604-990, RBR-604-167 和 RBR-604-300 一致。/ Time Limits / Maintenance Checks Manual, Identification No. CH 604 TLMC, Section 5-10 or later approved revisions which consists of the Damage Tolerance Inspections, Certification Maintenance Requirements, and Life Limited Parts. This information is consistent with Canadair Documents RAS-604-990, RBR-604-167 and RBR-604-300 respectively.

604 系列 (序号从 5701 起) / 604 Variant(from S/N 5701 & Subsequent):

- 飞机飞行手册, Canadair 出版物 (DOT) PSP-605-1 及以后批准的版次。/ Airplane Flight Manual, Canadair Publication (DOT) PSP-605-1 and later approved revisions.
- 时限/维修检查手册, 手册号为 CH 605 TLMC 或后续批准的版次, 第 5 至 10 章,

包括损伤容限检查、审定维修要求和寿限件。此内容分别与 Canadair 文件 RAS-604DX-990, RBR-604-167 和 RBR-604-300 一致。/ Time Limits / Maintenance Checks Manual, Identification No. CH 605 TLMC, Section 5-10 or later approved revisions which consists of the Damage Tolerance Inspections, Certification Maintenance Requirements, and Life Limited Parts. This information is consistent with Canadair Documents RAS-604DX-990, RBR-604-167 and RBR-604-300 respectively.

604 系列 / 604 Variant:

c) 维修审查委员会报告 Canadair 出版物 TSOP-2204 /Maintenance Review Board Report Canadair Publication TSOP-2204

d) 图纸目录, Canadair 出版物 RAL-604-0001/Drawing List, Canadair Publication RAL-604-0001

持续适航文件 / Instructions for Continued Airworthiness:

持续适航文件包括以下出版物/

The Instructions for Continued Airworthiness consist of the following publications:

604 系列 (序号从 5301 至 5699) / 604 Variant(from S/N 5301 to 5699):

航空器维修手册, 手册号为 CH 604 MM / Aircraft Maintenance Manual, Identification No. CH 604 MM

604 系列 (序号从 5701 起) / 604 Variant(from S/N 5701 & Subsequent):

航空器维修手册, 手册号为 CH 605 MM / Aircraft Maintenance Manual, Identification No. CH 605 MM

重心限制 / C.G. Limits:

见批准的出版物中列出的飞机飞行手册 / See AFM as listed in Approved Publications

参考基准 / Reference Datum:

机身站位 0, 位于称重基准顶点前 952.50 厘米 (375 英寸)。 / Fuselage station 0, located 952.50 cm (375 inches) forward of weighing datum jig point.

调平方法 / Leveling Means:

后机身内的标度盘和铅锤支架, 在机身 718 站位 / Target plate and plumb bob bracket within rear fuselage, at fuselage station 718

最小机组/Minimum Crew:

2 人(正驾驶和副驾驶)

Two (pilot and copilot)

最大乘员/Maximum Occupants:

22 人, 包括机组和不超过 19 人的乘客, 由所提供的应急出口的数目限制 (见注释 1)。
Twenty-two, including the crew and no more than 19 passengers as limited by the number of exits that are provided. (See NOTE 1).

最大使用高度 / Maximum Operating Altitude:

起飞和着陆/ Take-off and landing

10,000 英尺/ 10,000 feet

航线/ Enroute

41,000 英尺 / 41,000 feet

燃油量/Fuel Capacity (磅/lb.):

见列于批准的出版物中的飞机飞行手册/ See AFM as listed in Approved Publications

外部大气温度限制 / Outside Air Temperature Limits:

大气温度使用限制参考飞机飞行手册的限制章节。 / For temperature operating limits refer to Limitations Section of AFM.

审定基础 / Basis of Certification:

- a) FAR 第 25 部, 1965 年 2 月 1 日颁布, 包括修正案 25-1 至 25-78, 但以下例外:
对于 149, 365, 561, 625, 701, 727, 783 (783(f)除外), 785 (785(g)除外), 789, 791, 801, 803, 807, 809, 811, 812, 813, 831, 853, 855, 857, 1307, 1359, 1415, 1419 条, 为 FAR 25 部的 25-37 修正案, 对于 963, 965, 994, 997 和 1438 条, 现有安装为 FAR 25 部的 25-37 修正案, 新安装为 25-78 修正案
对于 787 和 1439 条, 为 FAR 25 部的 25-38 修正案
对于 25.973 条, 为 FAR 25 部的 25-40 修正案
对于 25.109 条, 为 FAR 25 部的 25-42 修正案 (见注释 4。/See Note 4.)
对于 25.1413 条, 为 FAR 25 部的 25-44 修正案
对于 851 条, 为 FAR 25 部的 25-54 修正案/
FAR part 25 dated February 1, 1965, including Amendments 25-1 through 25-78 except for the following:
FAR Part 25 at Amendment 25-37 for paragraphs 149, 365, 561, 625, 701, 727, 783 (except 783(f)), 785 (except 785(g)), 789, 791, 801, 803, 807, 809, 811, 812, 813, 831, 853, 855, 857, 1307, 1359, 1415, 1419
FAR part 25 at Amendment 25-37 for existing installation and Amendment 25-78 for new installation for paragraph 963, 965, 994, 997 and 1438
FAR Part 25 at Amendment 25-38 for paragraphs 787 and 1439
FAR Part 25 at Amendment 25-40 for paragraph 25.973
FAR Part 25 at Amendment 25-42 for paragraph 25.109 (as amended by TC Issue Paper F2)
FAR Part 25 at Amendment 25-44 for paragraph 25.1413
FAR Part 25 at Amendment 25.54 for paragraph 851
- b) 包含在 DOT 给 Canadair 的信函 5010-10-377 (ABP/A) (1982 年 10 月 25 日) 中的除第 5 条外的适航要求。/
DOT Airworthiness Requirements contained in DOT letter to Canadair Limited, 5010-10-377 (ABP/A), 25 October 1982, except paragraph 5.
- c) 对于以下要求, 已符合等效安全:
1) FAR 25.955 (a)(4), 燃油流量
2) FAR 25.103, .107, .119, .121, .125, .143, .207 减少的使用速度因子 (TC 问题纪要 F-1) /
Equivalent Safety has been established for the following requirements:
1) FAR 25.955 (a)(4), Fuel Flow
2) FAR 25.103, .107, .119, .121, .125, .143, 207 Reduced Operating Speed (TC issue Paper F-1).
- d) 已确定符合以下要求:
FAR 25.801 水上迫降条款
FAR 25.1419 防冰 /
Compliance with the following requirements has been established:
FAR 25.801 Ditching Provisions
FAR 25.1419 Ice Protection
- e) 专用条件:
SCA 94-2 (1994 年 11 月 1 日) 高强度辐射场 (HIRF)
SCA 94-3 (1994 年 12 月 1 日) 闪电防护
SCA 2007-01 (2007 年 1 月 1 日) 陡降进场和着陆能力 /
Special Conditions:
SCA 94-2 dated November 1, 1994, High Intensity Radiated Fields (HIRF)
SCA 94-3 dated December 1, 1994, Lightning Protection

- SCA 2007-01 dated January 1, 2007, Steep Approach and Landing Capability
- f) 新的 FAR 25 部要求 562, 810, 819, 832, 858, 869, (a) & (b), 1421, 1423 和 1450 不是审定基础的一部分。 /
New FAR Part 25 requirements 562, 810, 819, 832, 858, 869, (a) & (b), 1421, 1423 and 1450 are not part of the certification basis.
- g) 适航手册第 516 章, 航空器噪声和排放, 更改号为 516-2。 /
Airworthiness Manual, Chapter 516, Aircraft Noise and Emission at change 516-2.
- h) 适航手册第 511 章 511.117 节, 功能可靠性试飞。 /
Airworthiness Manual, Chapter 511, Section 511.117, Function and Reliability Test Flying.
- i) 附加技术条件 (适航手册第 525 章要求):
525.105(c)(l) 未修整跑道的起飞性能 更改 525-2
525.125(b) 未修整跑道的着陆性能 更改 525-2
525.201(d) 失速演示 首版
525.207(b) 失速警告 首版
525.697(b) 增升和阻力装置 首版
525.699(d) 增升和阻力装置, 指示器 首版
525.1301-1 地面冷浸后的飞机操作 首版
525.1557(b)(4) 其他标记和标牌 改版 525-3
525.1581(e)(f) 飞机飞行手册 首版
525.1581(g) 湿的和污染的跑道 改版 525-4 /
Additional Technical Conditions (Airworthiness Manual Chapter 525 Requirements):
525.105(c)(l) Take-off Performance, Unpaved Runways Change 525-2
525.125(b) Landing Performance, Unpaved Runways Change 525-2
525.201(d) Stall Demonstration First Edition
525.207(b) Stall Warning First Edition
525.697(b) Lift and Drag Device First Edition
525.699(d) Lift and Drag Device, Indicator First Edition
525.1301-1 Airplane Operation After Ground Soak First Edition
525.1557(b)(4) Miscellaneous Markings and Placards Change 525-3
525.1581(e)(f) Airplane Flight Manual First Edition
525.1581(g) Wet and Contaminated Runways Change 525-4
- j) 以下已表明符合性:
FAR 36 部, 1969 年 12 月 1 日颁发, 至 36-20 修正案
FAR 34 部, 1990 年 8 月 25 日颁发, 至 34-1 修正案。 /
Compliance has been demonstrated with:
FAR Part 36 dated December 1, 1969, as amended through Amendment 36-20
FAR Part 34 dated August 25, 1990, as amended through Amendment 34-1

必要设备 / Required Equipment:

- a) 在相关适航要求 (见审定基础) 中规定的基本必要设备必须装于飞机。 / The basic required equipment as prescribed in the applicable airworthiness requirements (See Basis of Certification) must be installed in the aircraft.
- b) 批准的出版物中列出的航空器飞行手册。 / Aircraft Flight Manual as listed in Approved Publications.

IV. 注释/Notes

注释/NOTE 1: 本航空器型号合格证规定的构型不包括乘客设施。当批准的座位安排和相关必要的乘客设施按审定基础加入航空器后, 客舱允许载人。 / This Aircraft Type Certificate defines a configuration which does not include passenger provisions. Carriage of persons in the cabin is permitted when an approved seating arrangement and related required passenger provisions are incorporated in accordance with the Basis of Certification.

- 注释/NOTE 2: 飞机装有舱音记录器(CVR)和相关部件。对于序列号从 5301 到 5699 的 CL-600-2B16 (604 Variant) 飞机, Canadair 没有演示麦克风和记录设备的功能是满意的, 并且在内设安装和完成 SB 640-23-001 之前不能完成此演示。本注释不适用于序列号为 5701 及以后的飞机。
/ The airplane is equipped with a Cockpit Voice Recorder (CVR) and associated components. For Challenger Model CL-600-2B16 (604 Variant) aircraft, Serial Numbers 5301 to 5699, satisfactory functioning of the microphone and recording facilities have not been demonstrated by Canadair, and cannot be completed until installation of an interior and completion of SB 604-23-001. This note does not apply for aircraft Serial Numbers 5701 and subsequent.
- 注释/NOTE 3: 对于绿飞机, 防烟护目镜随调机工具包一起提供, 装在侧操纵台的隔舱中。对于完成内设安装的飞机, 改装中心应为正驾驶和副驾驶的防烟护目镜提供专用隔舱, 确保护目镜不受损伤并随时可供机组在应急情况下使用。
/For green aircraft, smoke goggles are provided with ferry kit and are stowed in side console compartments. For completed aircraft, dedicated storage shall be provided by the completion center for pilot and co-pilot smoke goggles to ensure that goggles are protected from damage and are readily available to crew in an emergency.
- 注释/NOTE 4: FAR 25.109。飞机加速停止性能是通过使用问题纪要 F-2 “加速-停止距离”中规定的标准建立的。该标准采用了预计对 FAR 25.109 的建议更改。
/ FAR 25.109 The aircraft accelerate stop performance is established using the criteria specified in Issue Paper F-2, Accelerate-Stop Distance. The criteria used anticipate proposed changes to FAR 25.109.
- 注释/NOTE 5: CL-605 是 CL-600-2B16(604 型)挑战者的市场名称, 从飞机序号 S/N 5701 开始。
/ The CL-605 is a marketing designation of the Challenger CL-600-2B16(604 Variant) starting at aircraft S/N 5701.

第 3 部分/SECTION 3:CL-600-2B19(Regional Jet Series 100)

I. 总则/General

- | | |
|--------------------------------------|---|
| 1. 衍生型/Variant or Model: | CL-600-2B19(Regional Jet Series 100)
(见注释 6。/See NOTE 6.) |
| 2. 商业名称/Trade Name: | Canadair Regional Jet (CRJ) |
| 3. 适航类别/Airworthiness Category: | 运输类航空器/Transport category Aircraft |
| 4. 型号合格证持有人/Type Certificate Holder: | Bombardier Inc.
P.O. Box 6087, Station Centre-Ville Montreal, Quebec,
Canada H3C 3G9 |
| 5. 制造商/Manufacturer: | Bombardier Aerospace
P.O. Box 6087, Station Centre-Ville Montreal, Quebec,
Canada H3C 3G9 |
| 6. 申请日期/Date of Application: | 原始申请 TC 的日期为 1988 年 3 月 28 日/
Original application to TC in March 28th 1988.
申请 CAAC TC 的日期为 1999 年 10 月 20 日/
Application for CAAC Type Certification in October 20,
1999. |
| 7. TCCA 批准日期/TCCA Approved Date: | 1998.11.13/Nov.13, 1998 |
| 8. CAAC 批准日期/CAAC Approved Date: | 2000.09.30/Sep.30, 2000 |

II. 认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 TCCA 的审定基础 (详见 TCCA 型号合格证数据单: 编号 A-131 中的 CL-600-2B19(Regional Jet Series 100) 型别部分的审定基础) 和 CAAC 如下附加技术条件组成:

The CAAC validation basis consists of the TCCA certification basis (refer to the certification basis of CL-600-2B19(Regional Jet Series 100) in TCCA Type Certificate Data Sheet No. A-131) and the following CAAC additional technical conditions:

- (1) 按 CAAC 适航指令 CAD97-MULT-38 的要求, 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.
- (2) 根据 CCCAR121.301(d), 高度测量单位应至少采用米制;
Per CCAR 121.301(d), the altimeter measure unit shall be indicated in meter at least.
- (3) 确定中国国标 3 号喷气燃油 (GB6537-94) 的使用条件;
Operational condition for the P.R.C. JET fuel No.3 (GB 6537-94) shall be defined.
- (4) 标记要求/Placard Requirements:
根据 CCAR21.29(5): 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 equipments possible operated by passengers shall be presented in Chinese at least.

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

型号设计定义/Type Design Definition:

见加拿大运输部问题纪要 G-1 页的定义。/As defined in Transport Canada Issue Paper G-1.

审定基础/ Certification Basis:

由 AARD 颁布的 A-131/A-131 issued by AARD

飞行手册/Flight Manual:

日期为 1992 年 11 月 23 日及以后的 Canadair 出版物 CSP A-012。/
Canadair Publications CSP A-012, dated 23 Nov. 1992 and subsequent approved issues.

发动机/Engine:

两台 GE CF34-3A1 或两台 GE CF34-3B1。/
Two General Electric CF34-3A1 or two General Electric CF34-3B1.

合适的加拿大当局型号合格证或 FAA 型号合格证 E15NE 以及相关的型号合格证数据单。/

Appropriate National Authority Type Certificate or FAA Type Certificate E15NE and associated Type Certificate Data Sheet.

发动机可能会按照 AFM(CSPA-012)混合使用。/
Engine may be intermixed in accordance with AFM (CSPA-012).

辅助动力系统/APU:

联信 GTCP-36-150 [RJ] APU /Allied Signal GTCP-36-150 [RJ] APU
PIN 3800488-2或3800488-3/PIN 3800488-2 or 3800488-3
批准为 TSO C-77(A) 和 JAR-APU/Approved to TSO C-77(A) and JAR-APU.

最大重量/Maximum Weight:

	kg	lbs
起飞/Take-off*	21523	47450
	23133	51000
	23995	52900**
	24040	53000***

*对于其它重量限制和航空器适用范围，见列于批准的出版物中的飞机飞行手册。/
See AFM, as listed in Approved Publications, for other weight limitations and aircraft eligibility.

**当包含 TC601R60193A 更改时。/

When modification TC601R60193A is incorporated

***当包含 TC601R60194A 更改时。/

When modification TC601R60194A is incorporated

尺寸/Dimensions:

翼展: 69.85 ft (21.29 m) (包括小翼)/Wingspan: 69.85 ft (21.29 m) (including winglets)
机长: 80.00 ft (24.38 m) (仅机身)/Length: 80.00 ft (24.38 m) (only fuselage)
机高: 20.40 ft (6.22m)/Height: 20.40 ft (6.22m)
机翼面积: 587.1 ft² (54.54 m²)(总共)/Wing area: 587.1 ft² (54.54 m²)(gross)

最大乘员/Maximum Occupants:

50 名乘客加上 5 名机组成员/50 pax plus 5 crew members

如果机上安装了前衣橱(TC601R12721)，则为48名乘客加上5名机组成员。/

48 pax plus 5 crew members if Forward Wardrobe is installed (TC601R12721).

对于“绿飞机”构型的CL-600-2B19参见注释3。/

For CL-600-2B19 in the "Green Configuration", refer to Note 3.

运行限制/Operating Limitations:

参见飞行手册, Canadair 出版物 CSP A-012/
Refer to Airplane Flight Manual, Canadair Publications CSP A-012

强制维护文件Mandatory Maintenance Instructions:

参见Canadair 出版物CSP A-053, 维护要求手册/
Refer to Canadair Publication CSP A-053, Maintenance Requirements Manual.

噪音/Noise:

参见Canadair 报告RAU-601R-133, ICAO附件16噪音合格证和飞机飞行手册CSP A-012。/
Refer to Canadair Report RAU-601R-133, - ICAO Annex 16 Noise Certificate and Airplane Flight Manual, CSP A-012.

标牌和标记/Placard and Markings:

针对乘客的标牌和标记为中文或中英文/
Placards and Markings addressing the passengers, are to be in Chinese and/or Chinese and English

驾驶舱内的所有标牌为英文/All placards in the cockpit will be in English

仅有"Fasten Seat Belt"和"No Smoking"的图形符号, 是可以接受的。/Pictograms for the "Fasten Seat Belt" and "No Smoking" only, are acceptable

所有内部/外部服务标记和标牌为中文或中英文/All Interior/Exterior Servicing Markings and Placards are to be in Chinese and/or Chinese and English

中国#3燃油加入燃油标牌中。/Chinese Fuel #3 to be added to the fuel placards

厕所外面的门上要有“厕所内有烟雾探测”的标牌/Placard outside the Lavatory, on the door, "SMOKE DETECTOR IN LAVATORY"

型别定义/Model Definition:

文件RAD-601R-112记录了对CL-600-2B19 飞机的型号设计批准/Document RAD-601R-112 records the type design approved for CL-600-2B19 aircraft.

文件RAL-601R-001 Rev. B-1或其后批准的修订版以及RAL-601R-xxxx (xxxx表示相关飞机的序列号)对“批准的型号设计”进行了定义, 该“批准的型号设计”适用于一架特定CL-600-2B19飞机的“用于交付”构型。/The approved type design appropriate to the "as delivered" configuration of a particular CL-600-2B19 airplane is defined in the document RAL-601R-001 Rev. B-1, or later approved revision and RAL-601R-xxxx. (xxxx denotes the serial number for the aircraft concerned).

CL-600-2B19 “绿构型” /CL-600-2B19 Green Configuration

对于CL-600-2B19 “绿构型”及相关更改, 参见注释2。/For CL-600-2B19 Green Configuration and associated modifications refer to NOTE 2.

起落架/Landing Gear:

三点式 (两个主起落架组件和一个可转弯的前起落架组件) /Tricycle type (two main gear assemblies and one steerable nose gear assembly).

轨迹/Track:

(主起落架) 10 ft 5" (3.175 m) /(main gear) 10 ft 5" (3.175 m)

(前起落架) 11.5" (29.2 cm) /(nose gear) 11.5" (29.2 cm)

空速限制/Airspeed Limits:

参见飞机飞行手册, Canadair出版物 CSP A-012/Refer to Airplane Flight Manual, Canadair Publication CSP A-012.

重心范围/C.G. Range:

参见飞机飞行手册, Canadair出版物 CSP A-012/Refer to Airplane Flight Manual, Canadair Publication CSP A-012.

乘客应急出口/Passenger Emergency Exits:

4个: 2个I型和2个III型/Four (4): Two (2) Type I and Two (2) Type III.

货舱/行李舱 (根据0.8028kg/L) /Cargo/Baggage (Base on 0.8028kg/L):

C级/Class C

最大装载/Max.-Loading: 1224.7 kg (2700 lb)

包括TC601R70043更改的情况下, 限制变为/With the incorporation of Modification TC601R70043 incorporated, with limits change to:

最大装载/Max-Loading 1587.57 kg (3500 lb)

燃油量/Fuel Capacities:

最大压力/Maximum pressure

加油/Refueling: 6585 kg (145 18 lb)

残留燃油/Residual fuel: 21.3 kg (46.9 lb)

存油/Trapped fuel: 22.7 kg (50.1 lb)

不可用燃油/Unusable fuel: 44.0 kg (97.0 lb)
(Total)

设备/Equipment:

依照Canadair 出版物RAZ-601R-106。/

According to Canadair Publication RAZ-601R-106.

寿命限制件/Life Limited Parts:

参见Canadair 出版物CSP A-053, 维护要求手册。/Refer to Canadair Publication CSP A-053, Maintenance Requirements Manual.

运行高度/Operating Altitude:

最大41,000ft/Maximum 41,000ft

运行文件/Operating Instructions:

参见飞机飞行手册CSP A-012、重量和平衡手册CSP A-041以及飞行机组操作手册CSP A-013。/Refer to Airplane Flight Manual CSP A-012, Weight and Balance Manual CSP A-041 and Flight Crew Operating Manual CSP A-013.

维护文件参见维护要求手册CSP A-053、结构修理手册CSP A-008和无损试验手册CSP A-010。/For Maintenance Instructions refer to Maintenance Requirements Manual CSP A-053, Structures Repair manual CSP A-008 and Non-Destructive Testing Manual CSP A-010.

全天候飞行能力/All Weather Flight Capability:

耦合式AP/Coupled AP: II类/CAT II

安装了以下HGS更改后/With the following Heads up Guidance System (HGS) modifications installed:

TC 601R60262	HGS仅IIIA类进近 /HGS approach CAT IIIA only
TC 601R15068 (所有飞行阶段/All of phases of flight)	HGS可II类和IIIA类进近 /HGS approach CAT II and CAT IIIA

IV. 注释/Notes

注释/NOTE 1: FAR 25.109。飞机加速停止性能是通过使用问题纪要 F-1 “加速-停止距离”中规定的标准建立的。该标准采用了预计对 FAR 25.109 的建议更改。 / FAR 25.109. The aircraft accelerate stop performance is established using the criteria specified in Issue Paper F-1, Accelerate-Stop Distance. The criteria used anticipates proposed changes to FAR 25.109.

注释/NOTE 2: 定义CL-600-2B19 “绿构型”飞机的大改均记录于文件RAZ-601R-110（加拿大运输部批准的型号设计的定义）中，见该文件第2部分。 / Major modifications which define the CL-600-2B19 aircraft as the "Green Configuration" are recorded in document RAZ-601R-110 (Definition of Type Design for Transport Canada approval), as Part 2 to that document.

注释/NOTE 3: “绿飞机”型号设计不包括乘客设施。当批准的座位布置和相关必要的乘客设施按照审定基础加入航空器后，客舱允许载人。根据FAR/ JAR 25的要求，飞机以“绿构型”并且包含 Mod. Summary TC601R60255（堵塞应急出口）下交付时，限最大运送22人，其中包括机组和不超过19名乘客。 /The green aircraft type design does not include passenger provisions. Carriage of persons in the cabin is permitted when an approved seating arrangement and related required passenger provisions are incorporated in accordance with the Basis of Certification. Aircraft delivered in the "Green configuration" and incorporating Mod. Summary TC601R60255 (Blocking of Emergency Exits) are limited to carrying a maximum of twenty-two (22) occupants including the crew and no more than 19 passengers in accordance to FAR/JAR 25 requirements.

注释/NOTE 4: 飞机装有舱音记录器（CVR）和相关部件。 / The airplane is equipped with a Cockpit Voice Recorder (CVR) and associated components.

注释/NOTE 5: 对于绿飞机，防烟护目镜随调机工具包一起提供，装在侧操纵台的隔舱中。对于完成内设安装的飞机，改装中心应为正驾驶和副驾驶的防烟护目镜提供专用隔舱，确保护目镜不受损伤并随时可供机组在应急情况下使用。 /For green aircraft, smoke goggles are provided with ferry kit and are stowed in side console compartments. For completed aircraft, dedicated storage shall be provided by the completion center for pilot and co-pilot smoke goggles to ensure that goggles are protected from damage and are readily available to crew in an emergency.

注释/NOTE 6: 挑战者 850 是以绿构型（见注释 2 和 3）交付并且随后完成所批准内饰改装的 CL-600-2B19 所采用的市场名称。 / Challenger 850 are marketing designations used for a CL-600-2B19 delivered in a green configuration (See NOTES 2 and 3) and subsequently finished with an approved interior.

第 4 部分/SECTION 4: CL-600-2C10(Regional Jet Series 700 and 701)

I. 总则/General

1. 型号/Model: CL-600-2C10
2. 型号认证持有人/Type Certificate Holder: Bombardier Inc.
P.O. Box 6087,
Station Centre-Ville
Montreal,
Quebec, Canada H3C 3G9
3. TCCA 批准日期/TCCA Approved Date: 2000.12.22/Nov.22, 2000
4. CAAC 批准日期/CAAC Approved Date: 2005.01.28/Jan.28, 2005
5. 产品有效性/Series Nos. Eligible : 10002 及其以后序号飞机。/10002 and subsequent.
对于申请 CAAC 审定的每一架飞机, 其出口适航证上都必须由 TRANSPORT CANADA 按下列“进口要求”予以签注。/A TRANSPORT CANADA Certification of Airworthiness for export endorsed as noted below under “Import Requirements” must be submitted for each individual aircraft for which application for the CAAC certification is made.
6. 进口要求/Import Requirements: 为具备在中国运行的资格, 按本型号认证制造的每架飞机必须具有一份出口适航证, 其上签注有加拿大运输部 (TRANSPORT CANADA) 的审定声明 (英文), 即: 本架航空器符合 CAAC 所批准的型号设计并处于可安全运行的状态。/To be considered eligible for operation in China, each aircraft manufactured under this Validation of Type Certificate must be accompanied by a certificate of airworthiness for export endorsed by the TRANSPORT CANADA which states(in English language) :This aircraft conforms to its CAAC type design and is in a condition for safe operation.
7. 资料批准/Service Information: CAAC 接受, 注明有 TRANSPORT CANADA 批准字样的服务通告、结构修理手册、航空器飞行手册、供应商手册和航空器维护手册等使用维护资料。TRANSPORT CANADA 的这些批准代表了 CAAC 的批准且仅限于本型号设计。/Service bulletins, structural repair manuals, aircraft flight manuals, vender manuals, and aircraft maintenance manuals which contain a statement that the document is TRANSPORT CANADA approved, are accepted by the CAAC and are considered CAAC-approved. These approvals pertain to the type design only.

II. 认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 TRANSPORT CANADA 审定基础中的适用要求和 CAAC 的附加技术条件组成如下: /The CAAC validation basis consists of the TRANSPORT CANADA certification basis as applicable and the CAAC additional technical conditions, as follows:

1. TRANSPORT CANADA 审定基础的适用要求/TRANSPORT CANADA certification basis as applicable:
--适航标准及其修正案水平/Airworthiness Standards and Amendment Levels:

- FAR25 修正案 25-1 到 25-86, 再加上 FAR25 修正案 25-96 和 25-97。/FAR25 Amdt.25-1 through 25-86 plus FAR25 Amdt.25-96 and FAR25 Amdt.25-97
 - ICAO 附件 16, 第 I 卷, 第 1 版, 修正案 16 (1999/11/4) 等效于 CCAR 36 部。/ICAO Annex 16, Vol. I, First Edition Amdt. 16. (1999/11/4), which is equivalent to CCAR Part 36.
 - ICAO 附件 16, 第 II 卷, 第 2 版, 修正案 4 (1999/11/4) 等效于 CCAR 34 部。/ICAO Annex 16, Vol. II, Second Edition Amdt. 4. (1999/11/4), which is equivalent to CCAR Part 34.
 - 专用条件/Special Condition:
 - SCA 98-2(dated May 31, 2003) 高强度辐射场 (HIRF) /High Intensity Radiated Field(HIRF)
 - SCA 2000-08 自动性能重置/Automatic Performance Reset
 - 豁免/Exemptions:
 - None
 - 等效安全项目/Equivalent Safety Findings:
 - FAR 25.103&others 降低最小运行速度因子
/Reduced Minimum Ops Speed Factors
 - FAR 25.107(e)(1) 起飞速度 Vlof 和 Vmu /Take-off Speeds-Vlof and Vmu
 - FAR 25.109 加速停止距离/Accelerate-Stop Distance
 - FAR 25.783(f) 货物舱门和航空电子设备舱门
/Baggage and Avionics Compartment Doors
 - FAR 25.811(d)(2) 门和出口标记/Main Door Exit Marking Sign
 - FAR 25.813(c)(2)(i) 应急出口通道/Emergency Exit Access
 - FAR 25.933 反推力系统/Thrust Reverser System
 - FAR 25.1435(b)(1) 液压系统试验/Hydraulic System Testing
 - FAR 25 App.I 25.5(b)(4) 无关断开关的 APR 系统 Lack of On/Off switch for APR
2. CAAC 附加技术条件/CAAC additional technical conditions:
- 中国民航总局文件 AA2002093 “驾驶舱安全” (等效于 FAA SFAR 25-92 和 FAR 修正案 25-106)。/CAAC Document #AA2002093 “Flight Deck Security” (Equivalent to FAA SFAR 25-92 and FAR Amdt. 25-106).
 - 根据认可审定基础 (CCAR 25.811) 中的适用要求为旅客所设置的所有文字标记和标牌及各应急出口的内外标记均应是中英文格式, 如在客舱、行李舱和贮存舱的内部和外部有关安全说明和应急撤离说明的标记和标牌。/The placards and markings for passengers and for emergency exits as required by the applicable requirements of this validation basis(CCAR 25.811), such as safe and emergence instructions located inside or outside of passenger cabin, baggage and stowage compartments, must be presented in Chinese and English languages.
 - CL-600-2C10 应能够使用中国 3 号喷气燃油。/Chinese No.3 Jet Fuel is required for the usability on CL-600-2C10.

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

1. CAAC 批准的型号设计的定义文件/CAAC Approved Type Design Definition:

庞巴迪宇航文件/Bombardier Aerospace documents:

- RAL-670-0001, D 版及其以后批准版本, 基线为工程配置说明。/RAL-670-0001, Rev. D, or later approved revisions, Baseline Engineering Configuration Statement;
- RAL-670-0002, A 版及其以后批准版本, 可选工程配置说明。/RAL-670-0002, Rev. A, or later approved revisions, Options Engineering Configuration Statement;
- RAZ-BA670-128, J 版及其以后批准版本, 加拿大运输部/FAA 型号设计的 CL-600-2C10 支线喷气飞机定义。/RAZ-BA670-128, Rev. J, or later approved

revisions CL-600-2C10 Regional Jet Aircraft Definition of Transport Canada/FAA Type Design;
 - RAL-670-xxxxx 或 RAL-BA670-xxxxx 定义特定的 CL-600-2C10 单机的交付构型的批准型号设计 (其中 xxxxx 为该飞机的系列号)。/The approved type design appropriate to the “as-delivered” configuration of a particular CL-600-2C10 airplane is defined in RAL-670-xxxxx or RAL-BA670-xxxxx(where xxxxx denotes the serial number of the aircraft).

2. 设备/Equipment:

认可审定基础中适用条款所要求的基本设备必须安装在航空器上。/The basic required equipment as prescribed in the applicable airworthiness regulations of the validation basis must be installed in the aircraft.

3. 发动机/Engines:

数量/Numbers: 2
 型别/Model: CF34-8C1
 限制/Limits: 参见飞行手册/Refer to Flight Manual
 两台通用电气 CF 34-3B 发动机/Two General Electric CF 34-3B

4. 辅助动力装置/APU:

型别/Model: Allied Signal RE-220[RJ]
 限制/Limits: 参见飞行手册/Refer to Flight Manual

5. 燃油/Fuel:

牌号/ Type	规范/ SPECIFICATION		
No.3 Jet Fuel	中国/ China: GB6537-94		
	加拿大/ Canada	美国/ USA	英国/ UK
Kerosene Jet A, A-1 JP8	CAN/CGSB 3.23 3-GP-23	ASTM D1655 MIL-T-83133	DERD 2494 DERD 2453
High Flash JP5	3-GP-24	MIL-T-5624	DERRRD 2452

燃油添加剂 - 见列于批准的出版物中的飞机飞行手册。/Fuel additives - See AFM as listed in Approved Publications.

* JP4 和 JetB 不适用于 CL-600-2C10。/JP4 and JetB not applicable to CL-600-2C10.

其它燃油规格参见飞行手册。/Refer to Flight Manual for others.

容量/Capacity(升/Litres): 参见飞行手册/Refer to Flight Manual

6. 发动机滑油/Engine oil:

规格/Specification: MIL-L-7808 (I 型) 或 MIL-L-23699 (II 型) 或 Castrol 4000 / MIL-L-7808 (Type I) or MIL-L-23699 (Type II) or Castrol 4000
 容量/Capacity(升/Litres): 每台发动机总共/ Per Engine Total APU 总共 / APU Total
 (可用/Usable) 9.9(6.8) 4.83
 温度/Temp 参见飞行手册/Refer to Flight Manual
 压力/Pressure 参见飞行手册/ Refer to Flight Manual

7. APU 滑油/APU oil:

规格/Specificaion: MIL-L-7808 (I 型) 或 MIL-L-23699 (II 型) 或 Castrol 4000 / MIL-L-7808 (Type I) or MIL-L-23699 (Type II) or Castrol 4000
 容量/Capacity (升/Litres): 参见飞行手册/Refer to Flight Manual

8. 空速限制/Airspeed Limits (IAS):

最大使用限制速度 Vmo/Mmo: 低于 8000 英尺为 330 节。/330Knots Below 8000 feet.
大于或等于 8000 英尺的 Vmo/Mmo 变化情况参见飞行手册。/Refer to Flight Manual for variations of Vmo/Mmo at or above 8000 feet.

设计机动速度 VA: VA 随飞行高度和飞机重量的变化见飞机飞行手册。
/Refer to Flight Manual for variations of with altitude and aircraft weight.

起落架收起速度 VLR: 200 节/knots

/Landing Gear Retracting

起落架放下后速度 VLE: 220 节/knots

/Landing Gear Retracting

襟翼放下后速度 VFE: (襟翼放下/Flaps Extended)

/Flaps extended 1 230 节/knots

8 230 节/knots

20 230 节/knots

30 185 节/knots

45 170 节/knots

9. 最大使用高度:

/ Maximum Operating Altitude: 41,000 英尺/feet

10. 起飞和着陆限制高度:

/Take-off and Landing: 8000 英尺/feet

11. 批准的运行类别:

/Approved Kinds of Operation

12. 最大重量/Maximum Weights:

-- 基本/Basic

-- 选装/Option

起飞/Take-off

32,999kg(72,750 lbs.)

34,020kg(75,000 lbs.)

其它重量和飞机限制参见飞行手册/Refer to Flight Manual for other weight limitations and aircraft eligibility.

13. 重心范围 / C.G. Range:

参见飞行手册 / Refer to Flight Manual

14. 基准/Datum:

机身站位 0, 位于称重基准点前 1394.5 厘米 (549 英寸)。/
Fuselage station 0, located 1394.5 cm (549 inches) forward of weighing datum jig point.

15. 测平措施/Leveling means:

后机身内的标度盘和铅锤支架, 在站位 1145.75/ Target plate and plumb bob bracket within rear fuselage, at fuselage station 1145.75

16. 最小机组人数/Minimum Crew:

2(驾驶和副驾驶/pilot and copilot)

17. 最大座位数:

/Max. Passenger Seat Capacity:

Series 700-不超过 68 名乘客加 5 名机组/68 Passengers or less, plus 5 crew members

Series 701-不超过 70 名乘客加 5 名机组/70 Passengers or less, plus 5 crew members

正驾驶, 副驾驶, 观察员, 前后客舱服务员/Pilot, Copilot, Observer, Forward and Aft Flight Attendants.

18.载货/Baggage Loading: 参见飞行手册/Refer to Flight Manual

IV. 使用说明/Operating and Service Instructions

1.CAAC 飞行手册/Flight Manual: TRANSPORT CANADA 批准的飞行手册 (CSP B-012), 或 TRANSPORT CANADA 批准的后续版本。/TRANSPORT CANADA approved Flight Manual(CSP B-012), or later TRANSPORT CANADA approved revision.

2.持续适航文件/Continued Airworthiness Documents:

维护要求手册 (MRM), 庞巴迪出版物 CSP B-053 及其后续版本 (其中包含了 TRANSPORT CANADA 批准的 MRB 报告和审定维修任务要求)。/Maintenance Requirements Manual(MRM), Bombardier Publication CSP B-053 and later revisions, which contains TRANSPORT CANADA approved MRB Report and Certification Maintenance Tasks.

TRANSPORT CANADA 批准的结构维修手册 (SRM), 庞巴迪出版物 CSP B-008 及其后续版本。/TRANSPORT CANADA approved Structural Repair Manual(SRM), Bombardier Publication CSP B-008 and later revisions.

V. 注释/Notes

注释/NOTE 1: 进口中国的飞机序列号/Series Nos. imported to China

第 5 部分/SECTION 5: CL-600-2D24 (Regional Jet Series 900)

I. 总则/General

1. 衍生型/ Variant or Model: CL-600-2D24
2. 商业名称/Trade Name: Canadair Regional Jet (CRJ)
3. 适航类别/ Airworthiness Category : 运输类航空器/Transport category Aircraft
4. 型号认可证持有人/Type Certificate Holder: Bombardier Inc.
P.O. Box 6087,
Station Centre-Ville
Montreal,
Quebec, Canada H3C 3G9
5. TCCA 批准日期/TCCA Approved Date: 2002.09.09/Sep.9, 2002
6. CAAC 批准日期/CAAC Approved Date: 2012.06.29/Jun.29, 2012
7. 产品有效性/Series Nos. Eligible : 15001 及其以后序号飞机。/15001 and subsequent.
15001 及其以后序号飞机可适用于 CL-600-2D15 或 CL-600-2D24, 取决于内部构型。/15001 and subsequent serial number aircraft can be either CL-600-2D15 or CL-600-2D24, depending on the interior configuration.对于申请 CAAC 审定的每一架飞机, 其出口适航证上都必须由 TRANSPORT CANADA 按下列“进口要求”予以签注。/A TRANSPORT CANADA Certification of Airworthiness for export endorsed as noted below under “Import Requirements” must be submitted for each individual aircraft for which application for the CAAC certification is made.
8. 进口要求/Import Requirements: 为具备在中国运行的资格, 按本型号认可证制造的每架飞机必须具有一份出口适航证, 其上签注有加拿大运输部 (TRANSPORT CANADA) 的审定声明 (英文), 即: 本架航空器符合 CAAC 所批准的型号设计并处于可安全运行的状态。/To be considered eligible for operation in China, each aircraft manufactured under this Validation of Type Certificate must be accompanied by a certificate of airworthiness for export endorsed by the TRANSPORT CANADA which states(in English language):This aircraft conforms to its CAAC type design and is in a condition for safe operation.
9. 资料批准/Service Information: CAAC 接受注明有 TRANSPORT CANADA 批准字样的服务通告、结构修理手册、航空器飞行手册、供应商手册和航空器维护手册等使用维护资料。TRANSPORT CANADA 的这些批准代表了 CAAC 的批准且仅限于本型号设计。/Service bulletins, structural repair manuals, aircraft flight manuals, vender manuals, and aircraft maintenance manuals which contain a statement that the document is TRANSPORT CANADA approved, are accepted by the CAAC and are considered CAAC-approved. These approvals pertain to the type design only.

II. 认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 TCCA 的审定基础（详见 TCCA 型号合格证数据单：编号 A-131 中的 CL-600-2D24(Regional Jet Series 900)型别部分的审定基础）和 CAAC 附加技术条件组成。/

The CAAC validation basis consists of the TCCA certification basis (refer to the certification basis of CL-600-2D24(Regional Jet Series 900) in TCCA Type Certificate Data Sheet No. A-131) and CAAC additional technical conditions.

1. TRANSPORT CANADA 审定基础的适用要求/TRANSPORT CANADA certification basis as applicable:

a) AWM 525 章“运输类飞机适航标准”，第 525-7 次修订：/AWM Chapter 525, “Airworthiness Standards: Transport Category Aeroplanes” Change 525-7:

附加，发布日期之前被加拿大 NPA 接受的适用的 FAR 修正案，包括 25-86, 25-88, 25-89, 25-92, 25-93, 25-94, 25-95, 25-96, 25-97; /

plus, applicable FAR Amdts adopted via Canadian NPA's prior to the publication date, which include: 25-86, 25-88, 25-89, 25-92, 25-93, 25-94, 25-95, 25-96, 25-97;

附加，按照 25-72 号修正案修订的 FAR 25.807(d)(6)款将取代按照 25-94 号修正案修订的 FAR 25.807(h)款; /

plus, FAR 25.807(d)(6) at Amdt 25-72 shall replace FAR 25.807(h) at Amdt 25-94;

附加，按照 25-87 号修正案修订的 FAR 25.365、FAR 25.831(a)和 FAR 25.1447(c)款; /

plus, FAR 25.365 and FAR 25.831(a) and FAR 25.1447(c) at Amdt 25-87;

b) 飞机噪声（第 4 章）和燃油排泄见适航手册，第 516 章，至 516-07 次修订/Airworthiness Manual, Chapter 516, at change 516-07 for Aircraft Noise (Chapter 4) and Fuel Venting.

c) 专用条件/Special Conditions:

SCA H2002-05（2002 年 8 月 19 日）高强度辐射场（HIRF）

SCA H2002-04（2002 年 8 月 19 日）自动性能重置

SCA H2002-03（2002 年 8 月 19 日）燃油箱系统安全-点燃防护

SCA 2009-02（2009 年 3 月 12 日）带有非常规的、人的非金属面板的座椅/

SCA H2002-05 dated August 19, 2002, High Intensity Radiated Fields (HIRF)

SCA H2002-04 dated August 19, 2002, Automatic Performance Reset

SCA H2002-03 dated August 19, 2002, Fuel Tank System Safety-Ignition Prevention

SCA 2009-02 dated 2009-03-12, Seats with Non-Traditional, Large, Non-Metallic Panels

d) 等效安全/Findings of Equivalent Safety:

FAR 25.103&others 降低最小运行速度因子-参考问题纪要 FT-1/Reduced Minimum Operating Speed Factors - Refer to Issue Paper FT-1

FAR 25.107(e)(1)(iv) 起飞速度 V_{lof} 和 V_{mu} - 参考问题纪要 FT-2/Take-off Speeds- V_{lof} and V_{mu} - Refer to Issue Paper FT-2

FAR 25.783(f) 货物舱门和航空电子设备舱门 - 参考问题纪要 OS-2/Baggage and Avionics Compartment Doors- Refer to Issue Paper OS-2

FAR 25.811(d)(2) 门和出口标记 - 参考问题纪要 OS-3/Entry Door Exit Marking Sign - Refer to Issue Paper OS-3

FAR 25.813(c)(2) III 类应急出口通道标记 - 参考问题纪要 OS-4/Type III Emergency Exit Access Sign - Refer to Issue Paper OS-4

FAR 25.933 反推系统 - 参考问题纪要 P-1/Thrust Reverser System Sign - Refer to Issue Paper P-1

FAR 25.1435(b)(1) 液压系统试验 - 参考问题纪要 M-1/Hydraulic System Testing Sign - Refer to Issue Paper M-1

AWM 525.841(b)(6)/ 增压座舱 (见注释 1) /Pressurized Cabins (see NOTE 1)
FAR 25.841(b)(6)

e) 标准的后续修订/Later Amdts to the Standards:

应申请人请求, 14CFR Part 25-98 修正案 (NPA99-170 已采纳) 包含在审定基础中。参考问题纪要 G-4/14CFR Part 25 Amdt 25-98 (as adopted by NPA 99-170) is included in the basis of certification at the applicant's request. Refer to Issue Paper G-4.

f) 已确立了对以下额外可选要求的符合性/Compliance with the following additional optional requirements has been established:

FAR 25.1419 防冰/Ice Protection

FAR 25.801 水上迫降/Ditching

g) 以下也已表明符合性/Compliance has also been demonstrated with:

ICAO 附件 16, 第 I 卷, 飞机噪声, 第 4 章, 至第 7 次修订

FAR 36 部, 噪声标准, 包含第 36-1 至 36-24 号修正案

FAR 34 部, 排放标准

ICAO 附件 16, 第 II 卷, 排放要求, 至第 7 次修订/

ICAO Annex 16, Vol. I, Aircraft Noise, Chapter 4 at Amdt 7

FAR Noise Standards including Amdts 36-1 through 36-24

FAR 34 Emission Standards

ICAO Annex 16, Vol. II, Emission Requirements at Amdt 7

2. CAAC 附加技术条件/CAAC additional technical conditions:

(1) 符合所有适用的 TCCA 颁布的适航指令;

All applicable airworthiness directives (ADs) issued by the TCCA shall be complied with.

(2) 标牌要求/Placard Requirements:

(a) 根据 CCAR21.29(5): 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简体中文表述;

(a) 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 equipments possible operated by passengers shall be presented in Simplified Chinese at least.

(b) 中文字符的尺寸应满足 2001 年 5 月 14 日颁布的 CCAR25 部第 3 版中 CCAR 25.811(e)(4)(iii) 款和 CCAR 25.812 条的要求。

(b) The dimension of the Chinese characters shall comply with the provision of the CCAR 25.811(e)(4)(iii) and CCAR 25.812 at CCAR-25-R3 dated 14 May, 2001.

(3) 按 CAAC 适航指令 CAD97-MULT-38 的要求, 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.

(4) 高度测量单位应至少采用米制;

The altimeter measure unit shall be indicated in meter at least.

(5) 确定可使用中国国标 3 号燃油 (GB6537-2006);

The P.R.C. JET fuel No.3 (GB 6537-2006) shall be defined.

(6) 根据 CAAC 管理文件(MD) AA200293, 应符合 14 CFR 第 25-106 号修正案中关于 25.772 条和 25.795 条的要求;

Refer to CAAC Management Document (MD) AA200293, the requirements of 14 CFR Part 25.772 and 25.795 at amendment 25-106 should be complied with.

(7) 根据 CAAC 适航指令 CAD2012-MULT-09, 应符合对厕所垃圾箱灭火器所使用的灭火剂的要求;

Per CAAC Airworthiness Directive CAD2012-MULT-09, the requirements about lavatory disposal receptacle Fire Extinguishing agent shall be complied with.

(8) 应符合 CCAR-26 部《运输类飞机的持续适航和安全改进规定》的要求。对于未来 CCAR-26 部的

任何修订版本, 本 TC 持有人都应表明对其适用部分的符合性:

CCAR-26-“Continued Airworthiness and Safety Improvements for Transport Category Airplanes” shall be complied with. For any future CCAR-26 version, the holder of this TC shall demonstrate compliance with the applicable sections.

- (9) 根据 CAAC 文件 CAO No. 2012-30, 应表明符合《关于运输类飞机点火源防护追溯要求的通知》的要求。

The CAAC document (CAO No. 2012-30) “The Retroactive Requirements for Transport Category Airplanes Ignition Source Protection” shall be complied with.

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

1. 型别定义/Model Definition:

CL-600-2D24 的型号设计批准/Type design approved for CL-600-2D24 aircraft.

RAZ-BA690-129, AD 版, 第 1 部分(TCCA 型号设计)和第 4 部分附录 K(CAAC ATC), 及其以后批准版本, 加拿大运输部/FAA 型号设计的 CL-600-2D24/CL-600-2D15 支线喷气飞机定义。注: 两个额外的设计更改(产品标准未包含在 RAL-690-0001/0002 或 RAL-BA690-15282 中, 但适用于基线):

(1) 在飞机出口到中国之前通过庞巴迪服务通告安装的方向舵偏转角限位器弹簧设计更改(编号为 BA670T31801), 已定义在 RAZ-BA690-129, AD 版中。

(2) 仅在 2013 年 1 月 1 日之后生效的针对编号为 CAD2012-MULT-09 的 CAAC 适航指令的设计更改(编号为 690T002322), 已定义在 RAZ-BA690-129, AD 版中。

/RAZ-BA690-129, Rev. AD, Part 1(TCCA type design) and Part 4, Appendix K(CAAC ATC's), or later approved revision, CL-600-2D24/CL-600-2D15 Regional Jet Aircraft Definition of Transport Canada/FAA Type Design. Note: two additional design changes (production standard not included in RAL-690-0001/0002 or RAL-BA690-15282 but applicable to the baseline):

(1) Rudder travel limiter springs design change BA670T31801 defined in RAZ-BA690-129 rev AD installed by Bombardier Service Bulletin prior to aircraft export to China plus,

(2) Design change for CAAC Airworthiness Directive CAD2012-MULT-09 690T002322 defined in RAZ-BA690-129 rev AD effective only after Jan 1, 2013.

RAL-690-0001, D 版及其以后批准版本, 基线工程配置说明。/RAL-BA690-0001, Rev. D, or later approved revision, Baseline Engineering Configuration Statement.

RAL-690-0002, BC 版及其以后批准版本, 可选工程配置说明。/RAL-BA690-0002, Rev. BC, or later approved revision, Options Engineering Configuration Statement.

序列号从 15282 及其后序列号的 RAL-BA690-xxxxx 中定义了特定的 CL-600-2D24 单机的交付构型的批准型号设计(其中 xxxxx 为该飞机的序列号)。/The approved type design appropriate to the “as delivered” configuration of a particular CL-600-2D24 airplane is defined in RAL-BA690-xxxxx for S/N 15282 and subsequent. (xxxxx denotes the aircraft serial number).

2. 要求的设备/Required Equipment:

a) 认可审定基础中适用条款所要求的基本设备必须安装在航空器上。/The basic required equipment as prescribed in the applicable airworthiness regulations of the validation basis must be installed in the aircraft.

b) 飞机飞行手册已列在批准的出版物中。/Aircraft Flight Manual as listed in Approved Publications.

3. 发动机/Engines:

两台通用电气 CF34-8C5 发动机/Two General Electric CF34-8C5, or
 两台通用电气 CF34-8C5A1 发动机/Two General Electric CF34-8C5A1

4. 辅助动力装置/APU:

联信/Allied Signal RE-220[RJ]
 见列于批准的出版物中的飞机飞行手册/See AFM as listed in Approved Publications

5. 燃油/Fuel:

规范/ SPECIFICATION					
加拿大/ Canada	美国/USA	英国/UK	中国/ China	独联体 /CIS	北大西洋公约 组织 /NATO
CGSB-3.23	ASTM D1655 JET A				
	ASTM D1655 JET A-1	Def Stan 91-91	GB6537-2006 No. 3 Jet	RT	F-35
CGSB-3.24	MIL-DTL-83133 JP-8	Def Stan 91-87			F-34
	MIL-DTL-5624 JP-5	Def Stan 91-86			F-44

其他的批准燃油等级--见适用的飞机飞行手册。/For additional approved fuel grades see applicable AFM.

燃油添加剂--见列于批准的出版物中的飞机飞行手册。/Fuel additives – See AFM as listed in Approved Publications.

除非营运调机外，禁止使用宽馏分燃油。燃油温度限制--见适用的飞机飞行手册。/Use of wide-cut fuel is prohibited except for non-revenue ferry flights. For fuel temperature limitations see applicable AFM.

6. 滑油/Oil:

发动机, APU, IDG/Engine, APU, IDG: MIL-L-7808 (I 型) 或 MIL-L-23699 (II 型) 或 Castrol 4000 / MIL-L-7808 (Type I) or MIL-L-23699 (Type II) or Castrol 4000

7. 发动机限制/Engine Limits:

见列于批准的出版物中的飞机飞行手册/
 See AFM as listed in Approved Publications

8. 最大滑油压力/Maximum Oil Pressure:

见列于批准的出版物中的飞机飞行手册/
 See AFM as listed in Approved Publications

9. 最小滑油压力/Minimum Oil Pressure:

见列于批准的出版物中的飞机飞行手册/
 See AFM as listed in Approved Publications

10. 空速限制/Airspeed Limits (IAS):

最大使用限制速度 V_{MO}/M_{MO} : 低于 8000 英尺为 330 节。/330Knots Below 8000 feet.
 /Maximum Operating 大于或等于 8000 英尺的 V_{MO}/M_{MO} 变化情况参见飞行手册。/See AFM for variations of V_{MO}/M_{MO} at or above 8000 feet.

设计机动速度 V_A :
/Maneuvering V_A 随飞行高度和飞机重量的变化见飞机飞行手册。
/See AFM for variations of V_A with altitude and aircraft weight.

起落架工作速度 V_{LO} :
/ Landing Gear Operating
-起落架放下: 220 节/knots
/Extending
-起落架收起: 200 节/knots
/Retracting
起落架放下速度 V_{LE} : 220 节/knots
/ Landing Gear Extended

襟翼放下速度 V_{FE} : (襟翼放下/Flaps Extended)
/Flaps extended
1° 230 节/knots
8° 230 节/knots
20° 220 节/knots
30° 185 节/knots
45° 170 节/knots

11. 最大使用高度:
/Maximum Operating Altitude: 起飞和着陆 8,000 英尺/feet (未进行 670T82357 号改装)
/Take-off and Landing /Without Modsum 670T82357 incorporated
起飞和着陆 9,600 英尺/feet (进行了 670T82357 号改装)
/Take-off and Landing /With Modsum 670T82357 incorporated
起飞和着陆 10,000 英尺/feet (进行了 670T82391 号改装)
/Take-off and Landing /With Modsum 670T82391 incorporated
巡航/Enroute 41,000 英尺/feet

12. 最大重量/Maximum Weights: 起飞/Take-off
-- 基本/Basic 36,514kg(80,500 lbs.)
-- 选装/Option 37,421kg(82,500 lbs.)
-- 选装/Option 38,329kg(84,500 lbs.)

其它重量和飞机限制参见批准的出版物中列出的飞机飞行手册
/See AFM, as listed in Approved Publications, for other weight limitations and aircraft eligibility.

13. 滑油量/Oil Capacity: 两台发动机/Two Engines APU
总量/Total Quantity
升/ Liters 19.8 25.9* 4.83
美制夸脱 /U.S. Quarts 20.8 27.2* 5.10

*选装远端滑油补给系统/
*With Remote Oil Replenishment System Option.

14. 标牌/ Placards:
基本标示和标牌列于下列 Bombardier 图纸/ Basic marking and placards are listed in the following Bombardier Drawings: BA690-47500, BA690-47506 and BA690-47804.
自发光和电气符号根据以下安装/ Self-illuminated and electrical signs must be installed in accordance with BA690-47805 and BA690-47806.

以上图纸仅用于基本类型审定。对于“交付用”飞机构型，参考以下（xxxxx 是飞机序列号的标记）/Drawings noted above are for basic type certification only. For “as-delivered” aircraft configurations, refer to RAL-690-xxxxx or RAL-BA690-xxxxx. (xxxxx denotes aircraft serial number).

15. 重心范围 / C.G. Range: 参见批准的出版物中列出的飞行手册
/See AFM as listed in Approved Publications.
16. 参考基准/Reference Datum: 机身站位 0，位于称重基准点前 1394.5 厘米（549 英寸）。
/Fuselage station 0, located 1394.5 cm (549 inches) forward of weighing datum jig point.
17. 测平措施/Leveling means: 后机身内的标度盘和铅锤支架，在站位 1146.75。/ Target plate and plumb bob bracket within rear fuselage, at fuselage station 1146.75.
18. 最小机组/Minimum Crew: 2 人（正驾和副驾）。/Two (pilot and copilot)
19. 最大乘员:
/Maximum Occupants: 95 人，含 5 名机组成员 /95, including 5 crew members
当装有经批准的内饰时可容纳 90 名乘客。/90 passengers when fitted with an approved interior
20. 燃油量/Fuel Capacity (磅/lb.): 见列于批准的出版物中的飞机飞行手册。
/ See AFM as listed in Approved Publications
21. 外部大气温度限制
/Outside Air Temperature Limits: 大气温度使用限制参考飞机飞行手册的限制章节。
/ For temperature operating limits refer to Limitations Section of AFM.

IV. 使用说明/Operating and Service Instructions

1. 批准的出版物/Approved Publications:

- (a) 2002 年 9 月 9 日批准的飞机飞行手册 CSP C-012，或以后批准的版本。/Airplane Flight Manual, Publication CSP C-012, dated 9 September 2002 or later approved revisions.
- (b) 结构修理手册，庞巴迪出版物 CSP B-008，修理数据部分。
/Structural Repair Manual, Bombardier Publication CSP B-008, Repair Data Section.
- (c) 维修程序-适航限制项目（见注释 2）。/Maintenance Program – Airworthiness Limitation Items (See NOTE 2).
维修要求手册 CSP B-053，第 2 部分，适航限制。/Maintenance Requirements Manual, Publication CSP B-053, Part 2, Airworthiness Limitations.

2. 持续适航文件

- /Continued Airworthiness Documents: 飞机维修手册 CSP B-001 定义了要求用于表明符合 AWM 25.1529 条的持续适航文件的范围。/Aircraft Maintenance Manual CSP B-001 defines the scope of the Instructions for Continued Airworthiness as required for compliance with AWM 25.1529.

V. 注释/Notes

- 注释/NOTE 1: 关于 AWM 525.841(b)(6)/FAR 25.841(b)(6)款“增压客舱”的等效安全是为之前审定的改装（改装号为 670T82357）而颁布。/An Equivalent Safety Finding against AWM

525.841(b)(6)/FAR 25.841(b)(6), Pressurized Cabins, is issued for post type certification modification Modsum 670T82357.

注释/NOTE 2: 列在批准出版物中的维修程序的适航限制部分所规定的对任务和间隔的符合是为了确保持续符合审定基础。/Compliance with the tasks and intervals specified in the Airworthiness Limitations section of the Maintenance Program listed in Approved Publications is required to ensure continuing compliance with the Basis of Certification.