

型号认可证数据单 THE VALIDATION DATA SHEET

编号/No: VTC0069A

版次/Revision: 2

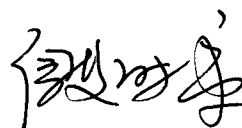
型号/Type:

MF50

MF900

F900EX

批准人/Approved By:



日期/Date: 2011 年 6 月 21 日

本数据单是型号认可证(编号: VTC0069A)的组成部分, 它规定了符合中国民用航空局的适航要求所颁发此型号认可证的产品状态和限制。

This data sheet, which is part of Validation of Type Certificate (No: VTC0069A), prescribes condition and limitation under which the product for which the type certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulation.

型号认可证持有人/Validation of Type Certificate Holder:

DASSAULT AVIATION
9, Rond Point Marcel Dassault
75008 PARIS
France

有效页清单/List of effective pages :

页数/ Pages	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
版次/Revision	2	2	1	1	1	1	1	1	1	1	1	1	2	1	1
页数/ Pages	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
版次/Revision	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1
页数/ Pages	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
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页数/ Pages	46	47	48	49	50	51									
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1 总则 (所有型别) /GENERAL (ALL MODELS)

1.1. CAAC 认可数据单和型号合格证数据单

CAAC Validation Data Sheet and Type Certificate Data Sheet

历史 History	中国民用航空局认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
	直接认可 DGAC 数据单 Validated DGAC TCDS directly	DGAC TC 163, Revision 11, February 1997
Revision 0	069A, Revision 0, 2006 年 2 月 24 日	DGAC TC 163, Revision 13, July 2001
Revision 1	069A, Revision 1, 2007 年 8 月 27 日	EASA TCDS EASA.A.062 Issue 01, July 14, 2006
Revision 2	0069A, Revision 2, 2011 年 6 月 21 日	TCDS EASA.A.062 Issue 03, date 3 July 2010

1.2. 适航类别/Airworthiness Category:

大飞机/Large Airplane

1.3. 认可当局/Validation Authority:

中国民用航空局/CAAC

审定当局/Certifying Authority:

欧洲航空安全局/EASA

1.4. 型号合格证持有人/Type Certificate Holder:

DASSAULT AVIATION
9, Rond Point Marcel Dassault
75008 PARIS
France

1.5. ETOPS:

不适用

1.6. CAAC Special Requirements:

交付到中国的每一 AAA 航空器须满足下述特殊要求:

Each of AAA aircraft delivered to China shall meet the following special requirements:

- (1) 必须满足中国民用航空局的运行要求 (例如标记标牌的中文要求)。

The operational requirements of CAAC must be met (e.g. Chinese language requirements for markings and placards).

- (2) 燃油符合“中国国标 3 号燃油—GB6537-94”的规范。

Fuel conforming to Specification “PRC National Standard No.3 Jet Fuel -- GB6537-94”

- (3) 在每一航空器上必须安装快速存储器 (QAR) (参照中国适航指令 CAD-97-MULT-38)。

Quick Access Recorder (QAR) must be installed on each aircraft (reference to CAD97-MULT-38).

2 MF50 型别/MYSTERE-FALCON 50 MODEL**2.1 总则**

飞机/Aeroplane.....MYSTERE-FALCON 50 (MF50)

2.2 MF50 审定基础/ MF50 Certification Basis

申请 EASA 审定日期.....1973 年 11 月 14 日

Application Date for EASA Certification: November 14th, 1973

EASA 审定日期 (JAA 建议) 1979 年 2 月 27 日

EASA Certification Date (JAA recommendation): February 27th, 1979

EASA 审定基础:

EASA Certification Basis:

美国联邦航空规章 25 部, 覆盖修正案从 1 到 34, 还加上以下部分:

Federal Aviation Regulations Part 25, Amendments 1 through 34, supplemented by the following sections:

修正案 38 的 25.979 (d) 和 (e) / 25.979 (d) and (e) of Amendment 38.

修正案 36 的 25.1013 (b) (1) / 25.1013 (b) (1) of Amendment 36

修正案 41 的 25.1351 (d) / 25.1351 (d) of Amendment 41.

修正案 42 的 25.1353 (e) (6) / 25.1353 (e) (6) of Amendment 42.

专用条件/Special Conditions:

补充条件, 修订版 4, 1979 年 2 月 22 日颁发

Supplementary conditions, Revision 4 of 22 February 1979.

对有关结冰条件下飞行的 FAR Part 25 要求(25.1093 and 25.1419)的符合性已经表明

Compliance with FAR Part 25 requirements relative to flight in icing conditions (25.1093 and 25.1419) has been shown.

对有关水上迫降的 FAR Part 25 要求(25.801)的符合性已经表明

Compliance with FAR Part 25 requirements relative to ditching (25.801) has been shown.

对有关“为了限制噪声影响亚音速喷气式飞机的运行”的“Arrêté (1990 年 11 月 16 日颁发)”的符合性已经表明。“Arrêté”在法国于 TCDS No.163, Issue 10 颁发日生效。

Compliance with “Arrêté du 16 Novembre 1990” relative to the “operation of subsonic jet aircraft in order to limit their noise effect” has been shown. This “Arrêté” is in force in France at the edition date of type Certificate Data Sheet number 163 issue number 10.

豁免/Exemptions: 无/none

等效安全/Equivalent Safety Findings: 无/ none

环境标准/Environmental Standards:

ICAO 公约附件 16 第 III 章/Chap III of annex 16 of ICAO convention.

CAAC 附加技术条件 CAAC Additional Technical Conditions

每一交付到中国的 Mystere Falcon 50 飞机必须满足下述的 FARs 并且得到 EASA 和 CAAC 的批准。

Each of Mystere Falcon 50 aircraft delivered to China is needed to satisfy the following FARs and must be approved by EASA and CAAC.

FAR 25.853(c)	Amdt. 25-59
FAR 25.855(a)	Amdt. 25-60
FAR 25.853(b)	Amdt. 25-60
FAR 25.812	Amdt. 25-58
FAR 25.1403	Amdt. 25-38

2.3 MF50 技术特征和运行限制/MF50 Technical Characteristics and Operational Limitations

2.3.1 型号设计定义/ Type Design Definition

此型号航空器定义在文件 DTM800, 修订版 H 中。/The type aircraft is defined in document DTM800, Revision H.

2.3.2 设备/Equipment

AMD-BA 文件 DTM380075/91 和 4510/78/AMD-BA documents DTM380075/91 and 4510/78.
文件 A320 (DTM2092/78)/Document A320 (DTM2092/78).

2.3.3 尺寸/Dimensions

长度/ Length	18.516 m
宽度/ Width	18.858 m
高度/ Height	6.975 m
两主起落架间的距离/ Distance between main landing gears	3.98 m

2.3.4 发动机/Engines

型别: GARRETT TURBINE ENGINE COMPANY TFE 731-3-1C (型号合格证数据单 E6WE)

Model: GARRETT TURBINE ENGINE COMPANY TFE 731-3-1C (Type Certificate Data Sheet n° E6WE)

数量/Number: 3.

发动机限制/Engine limits:

- 直到 24°C 海平面条件 (5 分钟) 最大起飞静推力: 3700 磅 (1.646 daN)
- Maximum takeoff static thrust up to 24° C - Sea level condition (5 minutes): 3.700 lb (1.646 daN).
- 15°C 海平面条件最大连续静推力: 3700 磅 (1.646 daN)
- Maximum continuous static thrust at 15° C - Sea level conditions : 3.700 lb (1.646 daN).

注: 参见飞机飞行手册, 发动机运行要求 (对 MYSTERE-FALCON 50 航空器, DGAC 批准的 "Manuel de Vol "就是文件 DTM803 "法语版" and "Air Flight Manual" 文件 DTM813 "英文版")。在本文中, 将只会提到 AFM DTM813。

Note: Refer to Airplane Flight Manual for engine operating instructions. (For the MYSTERE-FALCON 50 aircraft, the DGAC approved " Manuel de Vol " are document DTM803 "French version" and "Air Flight Manual" document DTM813 "English version") . In the remainder of this document, only AFM DTM813 will be mentioned.

- 最大发动机运行速度/Maximum engine operating speed :

• 低压转子/Low pressure rotor (N1)	RPM : 21.000 (Percent 101,5)
瞬时/Transient (1 minute)	101.5 to 103 %
瞬时/Transient (5 seconds)	103 to 105 %
• 高压转子/High pressure rotor (N2)	RPM : 29.692 (Percent 100)
瞬时/Transient (1 minute)	100 to 103 %
瞬时/Transient (5 seconds)	103 to 105 %

- 最大级间 涡轮温度/Maximum Interstage Turbine Temperature (ITT)

• 启动时/During starting	907°C
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瞬时/Transient (10 seconds)	927°C
• 起飞/Takeoff (5 minutes)	907°C
瞬时/Transient (10 seconds)	939°C
• 最大连续工作/Maximum continuous	885°C

- 滑油压力限制/Oil pressure limits

• 怠速时/At idle	25 to 46 psig
• 起飞和最大连续工作/Takeoff and maximum continuous	38 to 46 psig
更多的信息可以参考飞行手册/For more information, refer to Airplane Flight Manual.	

- 滑油温度限制/Oil temperature limits (风扇变速箱进气道处/at fan gearbox inlet)

• 最大/Maximum, 从海平面到 30,000ft/from sea level up to 30,000 ft	127°C
• 最大/Maximum 30,000ft 以上/above 30,000 ft	140°C
• 在任意运行高度的瞬时最大/Maximum transient at any operational altitude (2 minutes)	149°C
• 最小/Minimum, 连续运行/continuous operation	30°C

- 燃油压力/Fuel pressure

• 最小燃油压力警告/Minimum fuel pressure warning	4,5 psig
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2.3.5 辅助动力装置/Auxiliary Power Unit

型别/Model: ALLIEDSIGNAL / HONEYWELL ENGINES COMPANY - GTCP 36 - 100(A)

APU 限制/APU limits: 只能在地面使用/usable for ground operation only

EGT: 正常运行/Normal operation: 680°C -最大/Maximum : 732°C

RPM: 正常运行/Normal operation: 100% -最大/Maximum : 109%

2.3.6 液体（燃油/滑油/添加剂）/Fluids (Fuel/Oil/Additives)

燃油遵循的规范/Fuel conforming to specifications:

见 AFM DTM813 的 1-10-4 页/See AFM DTM813 page 1-10-4

燃油添加剂/Fuel additives

见 AFM DTM813 的 1-10-6 页/See AFM DTM813 page 1-10-6

润滑系统遵循的规范/Lubricating system conforming to specifications:

见 AFM DTM813 的 1-10-7 页/See AFM DTM813 page 1-10-7

2.3.7 液体容量/Fluid capacities

燃油箱容量（名义上的）/Fuel tank capacity (nominal)

	公升 /Liters	公斤/Kg (*)	加仑/US gallons	磅/lbs(*)
可用燃油/USUABLE FUEL				
-左翼/Left wing	2.117	1.700	559.3	3.748
- 中心翼/Center wing	1.553	1.247	410.2	2.749
- 右翼/Right wing	2.117	1.700	559.3	3.748
- 左机身/Left fuselage	793	637	209.5	1.404
-中心机身/Center fuselage	1.390	1.116	367.2	2.461
-右机身/Right fuselage	793	637	209.5	1.404
所有可用的	8.763	7.037	2.315	15.514
不可用燃油/UNUSABLE FUEL 可排放的/Drainable:				

-左翼/Left wing	3	2.4	0.8	5.3
-中心翼/Center wing	2	1.6	0.5	3.5
-右翼/Right wing	3	2.4	0.8	5.3
-左机身/Left fuselage	2.5	2	0.7	4.4
-中心机身/Center fuselage	2	1.6	0.5	3.5
-右机身/Right fuselage	2.5	2	0.7	4.4
邮箱和管路里放不出来的 Trapped: Tanks and lines	37.3	30	9.8	66.2
所有不能用的/TOTAL UNUSABLE	52.3	42	13.8	92.6
燃油总量/TOTAL FUEL				
-左发动机/ Left engine	2927.5	2351	773.3	5 183
- 中心发动机/Center engine	2960	2376.7	782.2	5 240
- 右发动机/Right engine	2927.5	2351	773.3	5 183
总量/TOTAL	8 815	7078.7	2328.8	15 606

(*) 燃油密度/Fuel density : 0.803 kg/l

-具体容量参见每一飞机的重量和平衡报告

- Refer to weight and balance report of each individual airplane for exact capacity

燃油添加剂的使用信息, 参见注 2

- Refer to NOTE 2 for information on the use of fuel additives.

滑油容积/Oil capacity

发动机润滑系统容积/Engine lubrication system capacity :

左、中或右发/LH, center or RH engine	升/liters	美加仑/US GALLONS
不可用/Unusable	1.89	0.5
可用/Usable	8.52	2.25

2.3.8 空速限制/Airspeed limits

(除非另有规定, 速度为指示空速/Unless otherwise specified, speeds are indicated airspeeds)

VMO 海平面/at sea level	350 kt
VMO 线性变化直到 10,000ft/straight line variation up to 10,000 ft	370 kt
VMO 从 10,000 ft 到 24,000 ft/from 10,000 ft to 24,000 ft	370 kt
MMO 24,000 ft 以上/above 24,000 ft	0.86
VA 机动速度 maneuvering speed	210 kt
V _{FE} 前缘缝翼/slats	200 kt
前缘缝翼+襟翼/slats + flaps 20°	190 kt
前缘缝翼+襟翼/slats + flaps 48°	175 kt
V _{LO} 起落架运行/Landing gear operation	190 kt
M _{LO}	0.70
V _{LE} 起落架放下/Landing gear extended	220 kt
M _{LE}	0.75
DV 开窗速度/window opening speed	180 kt
风挡刷运行速度/windshield wiper operating speed	205 kt
V _{MCA} 飞行中最小控制速度/minimum control speed in flight	82.5 kt (CAS)

V_{MCG} 地面最小控制速度/minimum control speed on ground 87.5 kt (CAS)

2.3.9 最大运行高度/Maximum operating altitude

没有经过 M17 改装/ Without Modification M17:

MYSTERE-FALCON 50 航空器的最大运行高度是飞行层 450。

The Maximum operating altitude for MYSTERE-FALCON 50 aircraft is Flight level 450.

经过 M17 改装/ With Modification M17:

通过 M17 或 AMD-BA Service Bulletin F50-0163 改装的 MYSTERE-FALCON 50 航空器的最大运行高度是飞行层 490。

The Maximum operating altitude for MYSTERE-FALCON 50 aircraft modified by incorporation of Modification M17 or AMD-BA Service Bulletin F50-0163 is Flight level 490.

2.3.10 全天候能力/ All weather Capability

如果飞机按照 AFM DTM813 运行, 要满足 Cat .I 要求。

Cat .I requirements provided the airplane is operated in accordance with Airplane Flight Manual DTM813.

如果飞机按照 AFM DTM813 supplement N°1 (Service Bulletin F50-10) 或 supplement N°8 (M1000) 或 supplement N°12 (M1496)运行, 要满足 Cat .II 要求。

Cat .II requirements provided the airplane is operated in accordance with Airplane Flight Manual DTM813 supplement N°1 (Service Bulletin F50-10) or supplement N°8 (M1000) or supplement N°12 (M1496)

2.3.11 最大重量/Maximum Weights

没有经过 M1230 或 Service Bulletin SB F50-161 改装的飞机

Airplane without modification M1230 or Service Bulletin SB F50-161

-最大停机坪/Maximum ramp	17,600kg(38,800lbs)
-最大起飞/Maximum takeoff	17,600kg(38,800lbs)
-最大着陆 /Maximum landing:	16,200kg(35,715lbs)
- 最大零燃油/Maximum zero fuel:	11,600kg(25,570lbs)
- 最小飞行/Minimum flight	8,600 kg (18,959 lbs)

经过 M1230 或 Service Bulletin SB F50-161 改装的飞机

Airplane with modification M1230 or Service Bulletin SB F50-161

-最大停机坪/Maximum ramp	18,500kg(40,780lbs)
-最大起飞/Maximum takeoff	18,500kg(40,780lbs)
-最大着陆 /Maximum landing	16,200kg(35,715lbs)
-最大零燃油/Maximum zero fuel	11,600kg(25,570lbs)
-最小飞行/Minimum flight	8,600 kg (18,959 lbs)

经过 M1430 或 Service Bulletin SB F50-191 改装的飞机

Airplane with modification M1430 or Service Bulletin SB F50-191

-最大停机坪/Maximum ramp	18,500kg(40,780lbs)
-最大起飞/Maximum takeoff	18,500kg(40,780lbs)
-最大着陆 /Maximum landing	16,200kg(35,715lbs)
-最大零燃油/Maximum zero fuel	11,600kg(25,570lbs)
-最小飞行/Minimum flight	8,600 kg (18,959 lbs)

2.3.12 重心范围/CG range

重量和配平表包含在飞行手册中。

The weight and balance charts are contained in the Airplane Flight Manual .

起落架回收对重心范围有轻微影响 (- 50 mkg,也就是在最小飞行重量时对重心范围有.0.2 %的影响)

Gear retraction has a negligible effect on CG range (- 50 mkg, i.e. 0.2 % on CG range at minimum flight weight).

没有经过 M1230 或 Service Bulletin SB F50-161 改装的飞机

Airplane without modification M1230 or Service Bulletin SB F50-161

重量/Weight		前 MAC 限制 Forward limit % MAC	后 MAC 限制 AFT limit % MAC
Kg	lb		
8.600	18.959	14	32
13.700	30.203	14	32
16.200	35.715	19.8	32
17.600	38.800	22.3	32

经过 M1230 或 Service Bulletin SB F50-161 改装的飞机

Airplane with modification M1230 or Service Bulletin SB F50-161

重量/Weight		前 MAC 限制 Forward limit % MAC	后 MAC 限制 AFT limit % MAC
Kg	lb		
8,600	18,959	14	32
13,900	30,640	14	32
16,200	35,715	19.2	32
18,260	40,255	22.8	32
18,500	40,780	23.3	29.6

经过 M1430 或 Service Bulletin SB F50-191 改装的飞机

Airplane with modification M1430 or Service Bulletin SB F50-191

重量/Weight		前 MAC 限制 Forward limit % MAC	后 MAC 限制 AFT limit % MAC
Kg	lb		
8,600	18,959	14	32
14,800	32,624	14	32
16,200	35,715	17.3	32
18,260	40,255	20.6	32
18,500	40,780	20.9	29.6

Note:

- 14% MAC 为 基准线前方 0.312 m / MAC is 0.312 m forward of datum
- 17.3% MAC 为 基准线前方 0.218 m / MAC is 0.218 m forward of datum
- 19.2% MAC 为 基准线前方 0.165 m / MAC is 0.165 m forward of datum
- 19.8% MAC 为 基准线前方 0.148 m / MAC is 0.148 m forward of datum
- 20.6% MAC 为 基准线前方 0.125 m / MAC is 0.125 m forward of datum
- 20.9% MAC 为 基准线前方 0.116 m / MAC is 0.116 m forward of datum
- 22.3% MAC 为 基准线前方 0.077 m / MAC is 0.077 m forward of datum
- 22.8% MAC 为 基准线前方 0.062 m / MAC is 0.062 m forward of datum
- 23.3% MAC 为 基准线前方 0.048 m / MAC is 0.048 m forward of datum
- 25% MAC 为 基准线 / MAC is datum
- 29.6% MAC 为 基准线后方 0.130 m / MAC is 0.130 m aft of datum
- 32% MAC 为 基准线后方 0.199 m / MAC is 0.199 m aft of datum

2.3.13 测量基准/Datum

测量基准是 25%平均气动弦, 标记在航空器上, 从机头向后 9.724 m 处。

Datum is 25 % of mean aerodynamic chord (MAC) which is marked on aircraft and is 9.724 m from the forward end of the aircraft nose cone.

2.3.14 平均气动弦/Mean aerodynamic chord:

MAC = 2.839 m

2.3.15 水平测量方法/Leveling means

气泡型水平仪放置在机身后货舱结构组件的螺钉头部处。

A bubble type level may be placed on the head of screws provided on structural components in the fuselage rear compartment.

在水平方向和纵向处进行水平测量/Leveling can be obtained in the lateral and longitudinal directions.

2.3.16 最小机组/Minimum crew

1. 两名飞行员/Two pilots.

2. 当实施了服务通告 No F50-011 (由副驾驶大气数据系统激活 VMO/MMO 警告) 后, 一名飞行员和一名训练机组乘员。/One pilot and one trained crew member when Service Bulletin No F50-011 (VMO/MMO warning activated by copilot air data system) is incorporated.

第二机组乘员职责见飞机运行手册, 2.99 节: 第二机组的资质。/The second crew member duties are specified in the Aircraft Operating Manual, Section 2.99: Qualification of the second crew member.

一个飞行员和一个训练过的机组成员共同操作 MYSTERE-FALCON 50 航空器是不允许的, 如果 AMD-BA 改装 M1000 (安装 EFIS) 进行了。

Operation of the MYSTERE-FALCON 50 aircraft with one pilot and one trained crew member is not permitted when AMD-BA modification M1000 (Installation of EFIS) is incorporated.

2.3.17 最大乘客座位数/Maximum passenger seating Capacity

- 客舱内 19 座, 符合 FAR 25.807 (c) 适用的应急出口 (AMD-BA 文件 DTM 800 定义了经批准的 8 或 9 座的客舱内部构型)。

- 19 seats in the passenger cabin, in compliance with the requirements of FAR 25.807 (c) applicable to emergency exits (AMD-BA document DTM 800 defines an approved cabin interior accommodation for 8 or 9 passengers).

在生产中执行了 M1230 改装或在使用中按照 AMD-BA Service Bulletin F50-0161 改装了的 MYSTERE-FALCON 50 航空器最大乘客座位数在任何飞行高度在 45,000 ft 以上时, 不能超过 12 (FAR 25.831 通风)。

The MYSTERE-FALCON 50 aircraft modified by incorporation of Modification M1230 in production or AMD-BA Service Bulletin F50-0161 in service must not carry more than 12 passengers (FAR 25.831 Ventilation) any time the flight is made at an altitude above 45,000 ft.

2.3.18 紧急出口/Exits

	类型/Type	尺寸/Size
1 个 登机门 /1 Passenger door	I	
2 个 紧急出口 /2 Emergency exit	III	508 X 914

2.3.19 行李舱/货舱负载 / Baggage /Cargo Compartments

1.000 kg and 600 kg 每平方米/1.000 kg and 600 kg per square meter.

2.3.20 轮胎/Wheels and Tyres:

航空器装有轮子, 刹车, 无内胎子午胎/

This aircraft is equipped with wheels, brakes and tubeless and radial tyres.

主轮胎是 “26*6 -14”

Main wheel tyres are 26*6 -14”

前轮胎是 “14.5*5.5 – 6”

Nose wheel tyres are 14.5*5.5 - 6”

2.3.21 环境飞行包线/Environmental Flight Envelope

参照经批准的飞机飞行手册/Refer to approved Airplane Flight Manual.

2.3.22 其他限制/Other Limitations

参照经批准的飞机飞行手册/Refer to approved Airplane Flight Manual.

2.3.23 液压油/Hydraulics

批准的可用液压油必须符合 MIL-H-5606 规范(NATO 编码为 H515 或 H520)/Hydraulic fluid approved for use must conform to MIL-H-5606 specifications (NATO codes H515 or H520)

2.3.24 注/ Notes

GARRETT GTCP 36-100 (A)辅助动力装置/GARRETT GTCP 36-100 (A) Auxiliary Power Unit

GARRETT GTCP 36-100 (A) 辅助动力装置可安装于 MYSTERE-FALCON 50 航空器上, 是经批准的选项, 在使用中它可依照 AMD-BA Service Bulletin F50-002 安装到航空器上。

The installation of the GARRETT GTCP 36-100 (A) Auxiliary Power Unit in the MYSTERE-FALCON 50 aircraft is an approved option. This Auxiliary Power Unit may be installed in aircraft in service per AMD-BA Service Bulletin F50-002.

2.4 MF50 /运行和服务指导 MF50 Operating and Service Instructions

飞行手册 (AFM): 文件 DTM813 (英语)和 DTM803 (法语)

Airplane Flight Manual: documents DTM813 (English language) and DTM803 (French language).

维护手册/Maintenance Manual

适航限制(寿命限制机身部件和要求维修/检查)列在 DGAC 批准的建议维修进度表和 TBO's、维修手册的 5-40-00 章和文件 DMD11765。

Airworthiness limitations (life limited airframe components and required maintenance/inspections) are listed in DGAC approved Recommended Maintenance Schedules and TBO's, chapter 5-40-00 of the Maintenance Manual, document DMD11765.

服务信函和服务通告/Service Letters and Service Bulletins

服务通告列在服务通告索引(SB 0)/中 Service Bulletins are listed in Service Bulletin index (SB 0)

各种声明/Various statements

MF50 符合/The MF50 is compliant to:

-如果飞机符合了 Service Bulletin F50-246, 飞机就满足了 RVSM 要求

-RVSM requirements are met provided airplane complies with Service Bulletin F50-246.

-NAT MNPS: 飞行手册(AFM)描述了 NAT MNPS 规章(法国 "arête (1987 年 11 月 5 日颁发), FAR Part 91, Appendix C)要求的最低导航性能, 机上至少有 2 套 FMS's; 2 套在 NAV 模式的 IRS's, 或 2 套 GPS, 或 1 套在 NAV 模式的 IRS 和 1 套 GPS。

-NAT MNPS: As per AFM, the minimum navigation performance required by NAT MNPS regulations

(French "arrêté of November 5th, 1987 and FAR Part 91, Appendix C) are demonstrated provided that there are at least, operating on board, 2 FMS's and:

2 IRS's in NAV mode or

2 GPS or

1 IRS in NAV mode and 1 GPS

-基本 RNAV, RNP10 依据相关飞行手册限制章节 1-15-5 和 1-15-6 页运行。

-Basic RNAV, RNP10 are operated in accordance with the associated Airplane Flight Manual, Limitations Section, page 1-15-5 and 1-15-6.

-如果安装了 EGPWS (JAR-OPS1) 系统, 要满足 EGPWS (JAR-OPS1) 要求 (§665), 且飞机按照相关补充飞行手册运行。

-EGPWS (JAR-OPS1) requirements (§665) provided the system is installed and the airplane is operated in accordance with associated AFM supplements.

-如果进行了改装 M2737 (TCAS 4000), 要满足 TCAS II change 7 (JAR-OPS1) 要求 (§668), 且飞机按照补充飞行手册 20 运行。

-TCAS II change 7 (JAR-OPS1) requirements (§668) provided the modification M2737 (TCAS 4000) is applied and the airplane is operated in accordance with Airplane Flight Manual, Supplement 20.

2.5 Falcon 50EX 版本 /Falcon 50EX version

Mystere Falcon 50 飞机的 F50EX 设计不是一个新的型别设计。MF50EX 是一个商业构型, 是 Mystere Falcon 50 飞机在组装线上进行了下面的 6 种主要改装而成:

F50EX designation for Mystere Falcon 50 airplane does not correspond to a new model designation. This is only a commercial designation for Mystere Falcon 50 airplanes on which the six following major modifications are embodied on assembly line:

M1810: 新发动机-组装线构型- TFE 731-40

M1810: new engines - assembly line configuration - TFE 731-40

M1939: 新发动机控制 EIED

M1939: new engines control EIED

M1890: 新航电系统 - EFIS

M1890: new avionics - EFIS

M1940: 引气系统计算机

M1940: bleed air system computer

M2159: ADC 新刻度 (减小最小垂直间隔)

M2159: ADC New calibration (Reduce Vertical Separation Minimum)

M1200: 增大方向舵控制权限

M1200: increase of rudder control authority

2.5.1 审定基础/Certification Basis

参考申请 EASA 审定日期.....1995 年 4 月 19 日

Reference Application Date for EASA Certification: April 19th, 1995

EASA 审定日期 (JAA 建议) 1996 年 11 月

EASA Certification Date (JAA recommendation): November, 1996

EASA 审定基础:

EASA Certification Basis:

申请要求 (参考 CRI Falcon 50-M1810 A-01 issue 5 和 CRI Falcon 50-M1924/1890 A-01 issue 2.
Applicable requirements (refer to CRI Falcon 50-M1810 A-01 issue 5 and CRI Falcon 50-M1924/1890 A-01 issue 2.

1 - 整机/Whole aircraft:

-美国联邦航空条例 25 部, 覆盖修正案从 1 到 34, 还加上以下段落:

- FAR part 25 amendments 1 to 34 plus the following paragraphs:

FAR 25.979 (d) 和 (e), 修正案 38/ FAR 25.979 (d) and (e) amendment 38

FAR 25.1013 (b) (1) 修正案 36/FAR 25.1013 (b) (1) amendment 36

FAR 25.1351 (d) 修正案 41/ FAR 25.1351 (d) amendment 41

FAR 25.1353 (e) (6) 修正案 42/ FAR 25.1353 (e) (6) amendment 42

-补充技术条件(revision 4 dated 22 Février 1979) 更新在 CRI Falcon 50-M1810 A-03 和 CRI Falcon 50-M1890 A-02 中。

- Supplemental Technical Conditions (revision 4 dated 22 Février 1979) updated in the CRI Falcon 50-M1810 A-03 and CRI Falcon 50-M1890 A-02.

- 飞行运行的补充条件为 41000 ft 以上

- Supplementary Condition for flight operation above 41000 ft.

- 噪声审定 Arrêté du 15 juin 1994 for

- Arrêté du 15 juin 1994 for noise certification.

2 - 新件/New parts:

2.1 - M1939 (从 F2000 EIED 系统衍生的 EIED 安装/Installation of Engine Indicator Electronic Displays derived from the F2000 EIED system):

JAR 25X899 change 14

JAR 25.1309 change 14

JAR 25.1322 change 14

2.2 - 对新航电系统本身(M1890: "新航电系统 - EFIS"), JAR 25 change 14 的下列段落:

For the new avionics itself (M1890: "new avionics - EFIS"), the following paragraphs of JAR 25 change 14:

JAR 25.773 (d)	JAR 25.1322	JAR 25.1333
JAR 25.777	JAR 25.1323	JAR 25.1335
JAR 25X899	JAR 25.1325	JAR 25.1381
JAR 25.1301	JAR 25.1326	JAR 25.1431
JAR 25.1303	JAR 25.1327	JAR 25X1524
JAR 25.1307	JAR 25X1328	JAR 25.1543
JAR 25.1309	JAR 25.1329	JAR 25.1583
JAR 25.1321	JAR 25.1331	

加上 JAR AWO change 1 和 amdt AWO/91/1。

Plus JAR AWO change 1 plus amdt AWO/91/1.

3 - Dassault Aviation 选择符合下列要求/Dassault Aviation elect to comply requirements:

JAR 25.997 change 14

JAR 25.1013 change 14

JAR 25.1015 change 14

JAR 25.1019 change 14

NPA AWO-3 (综合修正 JAR AWO cat 2/Miscellaneous amendment to JAR AWO cat 2)

NPA AWO-4 (自动着陆系统/Automatic landing system)

专用条件/Special Conditions:

- SC E-01 – 反推 基于 INT/POL/25/7, 1992 年 7 月 28 日

- SC E-01 - Reverse - based upon INT/POL/25/7 dated 28 Jul. 92.

- SC S-01 – 闪电间接影响防护, 基于 INT/POL/25/4 - Rev 1, 1994 年 10 月 1 日

- SC S-01 - Lightning protection indirect effects based upon INT/POL/25/4 - Rev 1 dated 01 Oct. 94.

- SC S-03 - H.I.R.F, 基于 INT/POL/25/2, 1992 年 2 月 10 日。

- SC S-03 - H.I.R.F. based upon INT/POL/25/2 dated 10 Feb. 92.

- SC S-04 – 闪电直接影响防护, 1996 年 11 月 12 日。

- SC S-04 - Lightning protection direct effects dated 12 Nov. 96.

豁免: 无/Exemptions: None

等效安全: 无/Equivalent Safety Findings: None

环境标准/Environmental Standards:

ICAO 公约附件 16 的 Chap III 和 IV /Chap III and IV of annex 16 of ICAO convention.

2.5.2 技术特点和运行限制/ Technical Characteristics and Operational Limitations

2.5.2.1 型号设计定义/Type Design Definition

Falcon 50 EX 飞机已经进行了下列改装:

Falcon 50 EX airplanes have received modifications:

M1810: 新发动机-组装线构型- TFE 731-40

M1810: new engines - assembly line configuration - TFE 731-40

M1939: 新发动机控制 EIED

M1939: new engines control EIED

M1890: 新航电系统 - EFIS

M1890: new avionics - EFIS

M1940: 引气系统计算机

M1940: bleed air system computer

M2159: ADC 新刻度 (减小最小垂直间隔)

M2159: ADC New calibration (Reduce Vertical Separation Minimum)

M1200: 增大方向舵控制权限

M1200: increase of rudder control authority

Falcon 50EX 技术规范详细的列在文件 DGT218952 最新的版本中。

Falcon 50EX Technical Specifications are detailed in document DGT218952 at latest revision.

2.5.2.2 设备/Equipment

设备和分类清单列在文件 A900 中(DGT67435, 1996 年 8 月 26 日)

Document A900 List of equipment and categorization (DGT67435 dated August 26, 1996)

2.5.2.3 全天候能力/ All weather Capability

如果飞机按照飞行手册 DTM813EX 限制 1-160-1 页 和 附件 2(Cat II 自动驾驶 coupled 进近, “商用运行”性能要求)运行, 要满足 Cat I and Cat II 要求

Cat I and Cat II requirements provided the airplane is operated in accordance with Airplane Flight Manual DTM813EX Limitations Page 1-160-1 and annex 2 (Autopilot coupled approach to Cat II "commercial operation" performance requirements.

2.5.2.4 发动/Engines

型号/Type: ALLIEDSIGNAL / HONEYWELL TFE 731-40 (EASA 数据单/EASA Data sheet: IM.E.011)

数量/Number: 3

发动机限制/Engine limits:

- 直到 24°C 海平面条件 (5 分钟) 最大起飞静推力: 1.646 daN (3700 磅)

- Maximum takeoff static thrust up to 24° C - Sea level condition (5 minutes): 1.646 daN (3.700 lb).

- 15°C 海平面条件最大连续静推力: 1.623 daN (3641 磅)

- Maximum continuous static thrust at 15° C - Sea level conditions: 1.623 daN (3.641 lb).

注 Note: 发动机运行要求参见飞机飞行手册/Refer to Airplane Flight Manual for engine operating instructions

- 最大发动机运行速度/Maximum engine operating speed :
 - 低压转子/Low pressure rotor (N1) RPM : 21.021 (Percent 100.1)
 - 瞬时/Transient (5 seconds) 21.105 (Percent 100.5)
 - 高压转子/High pressure rotor (N2) RPM : 31.845 (Percent 101)
 - 瞬时/Transient (5 seconds) 31.952 (Percent 102.5)

-最大级间涡轮温度/Maximum Interstage Turbine Temperature (ITT)

- 启动时/During starting 991°C
- 起飞/Takeoff (5 minutes) 1 013°C
- 最大连续工作/Maximum continuous 991°C

- 滑油压力限制/Oil pressure limits

- 怠速时/At idle 50 to 80 psig
- 起飞和最大连续工作/Takeoff and maximum continuous 65 to 80 psig

详见飞机飞行手册/For more information, refer to Airplane Flight Manual.

- 滑油温度限制/Oil temperature limits (风扇变速箱进气道处/at fan gearbox inlet)

- 最大, 从海平面到 30,000 英尺/Maximum, from sea level up to 30,000 ft 127°C
- 30,000 英尺以上最大/Maximum above 30,000 ft 140°C
- 在任意运行高度的瞬时最大/Maximum transient at any operational altitude (2 minutes) 149°C
- 最小, 连续工作 Minimum, continuous operation 40°C

- 燃油压力 Fuel pressure

- 最小燃油压力警告/Minimum fuel pressure warning 4,5 psig (320 mbars)

2.5.2.5 重心范围/Center of Gravity range

未实施 Dassault Aviation Service Bulletin SB F50-161 的飞机

Airplanes without Dassault Aviation Service Bulletin SB F50-161

重量/Weight (kg)	前 MAC 限制 Forward limit % MAC	后 MAC 限制 Aft limit % MAC
8600	14	32
13689	14	32
18008	22.96	32

实施了 Dassault Aviation Service Bulletin SB F50-161 的飞机

Airplanes with Dassault Aviation Service Bulletin SB F50-161

重量/Weight (kg)	前 MAC 限制 Forward limit % MAC	后 MAC 限制 Aft limit % MAC
8600	14	32
13888	14	32
18280	22.99	32
18500	23.3	29.57

2.5.2.6

2.5.2.7 最大重量/ Maximum weight

未实施 Dassault Aviation Service Bulletin SB F50-161 的飞机

Airplanes without Dassault Aviation Service Bulletin SB F50-161

- 最大停机坪/Maximum ramp : 18.008 kg (39.700 lbs)
- 最大起飞/Maximum takeoff : 18.008 kg (39.700 lbs)
- 最大着陆/Maximum landing : 16.200 kg (35.715 lbs)
- 最大零燃油/Maximum zero fuel : 11.600 kg (25.570 lbs)
- 最小飞行/Minimum flight : 8.600 kg (18.959 lbs)

实施了 Dassault Aviation Service Bulletin SB F50-161 的飞机

Airplanes with Dassault Aviation Service Bulletin SB F50-161

- 最大停机坪/Maximum ramp : 18.500 kg (40.785 lbs)
- 最大起飞/Maximum takeoff : 18.500 kg (40.785 lbs)
- 最大着陆/Maximum landing : 16.200 kg (35.715 lbs)
- 最大零燃油/Maximum zero fuel : 11.600 kg (25.570 lbs)
- 最小飞行/Minimum flight : 8.600 kg (18.959 lbs)

2.5.2.8

2.5.2.9 滑油容积 Oil capacity

发动机润滑系统容积/Engine lubrication system capacity :

左、中或右发/LH, center or RH engine	升/liters	美加仑/US GALLONS
不可用 Unusable	1.18	0.31
可用 Usable	3.82	1.01

2.5.2.10 注释/ Notes

FM 防干扰/FM immunity

F50EX 符合/The F50EX is compliant to:

- 如果实施了 M2115 改装, 要满足 ICAO Annex 10, Vol I, §3.1.4 和 §3.3.8 VOR/ILS 导航系统的 FM 防干扰要求。
- FM immunity for navigation system VOR/ILS against ICAO Annex 10, Vol I, §3.1.4 and §3.3.8 provided modification M2115 is applied.
- 如果实施了 M2325 改装, 要满足 ICAO Annex 10, Vol III, §2.3.3VHF 通信系统的 FM 防干扰要求。
- FM immunity for communication system VHF against ICAO Annex 10, Vol III, §2.3.3 provided modification M2325 is applied.

Falcon 50EX 转场包/Falcon 50EX Ferry Kit.

实施了 M2133 改装, 为了在完成中心完成交付, DGAC 批准长航程海外转场飞行。

Modification M2133 has been developed and approved by DGAC to allow long range ferry flights overseas in order to enable to complete the aircraft delivered at completion center.

装备有“转场包”的飞机可具有一个用于出口获得美国适航证的法国适航证/The aircraft equipped with the "ferry-kit" may have a French airworthiness certificate for export which can be exchanged for an US airworthiness certificate.

只要航空器没有经过审定, 那么航空器只能通过特许飞行飞行。

As long as the aircraft is not certified, the aircraft may be flown only with a "laisser-passer exceptionnel".

2.5.3 运行和服务指南/Operating and Service Instructions

飞机飞行手册/Airplane Flight Manual: document DTM813EX.

维护手册/Maintenance Manual

适航限制（寿命限制机身部件和需要维护/检查）列在 DGAC 批准的 Recommended Maintenance Schedules 和 TBO's、维护手册的 chapter 5-40-00 和文件 DMD11765。

Airworthiness limitations (life limited airframe components and required maintenance/inspections) are listed in DGAC approved Recommended Maintenance Schedules and TBO's, chapter 5-40-00 of the Maintenance Manual, document DMD11765.

各种声明/Various statements

F50EX 符合/The F50EX is compliant to:

-基本 RNAV, RNP10 见飞机飞行手册, 限制章节, 1-160-2 和 1-160-3 页。

- Basic RNAV, RNP10 - See Airplane Flight Manual, Limitations Section, page 1-160-2 and 1-160-3

-如果飞机符合了 Service Bulletin F50-246, 飞机就满足了 RVSM 要求

- RVSM requirements are met provided airplane complies with SB F50-246

-NAT MNPS: 飞行手册 (AFM) 描述了 NAT MNPS 规章 (法国 "arrête (1987 年 11 月 5 日颁发), FAR Part 91, Appendix C) 要求的最低导航性能, 机上至少有 2 套 FMS's; 2 套在 NAV 模式的 IRS's, 或 2 套 GPS, 或 1 套在 NAV 模式的 IRS 和 1 套 GPS。

- NAT MNPS: As per AFM, the minimum navigation performance required by NAT MNPS regulations (French "arrêté of November 5th, 1987 and FAR Part 91, Appendix C) are demonstrated provided that there are at least, operating on board, 2 FMS's and:

2 IRS's in NAV mode or

2 GPS or

1 IRS in NAV mode and 1 GPS

-如果飞机实施了 M2372 改装, 飞机就满足了 CVR (JAR-OPS1) 要求 (2 小时)。

- CVR (JAR-OPS1) requirements (2 hours) provided the modification M2372 is applied.

-如果飞机按照相关飞行手册运行, 飞机满足 EGPWS (JAR-OPS 1 § 665) 要求。

-EGPWS (JAR-OPS 1 § 665) provided the airplane is operated in accordance with the associated Airplane Flight Manual.

-如果飞机按照相关飞行手册 (M2737) 运行, 飞机满足 TCAS II change 7 (JAR OPS 1 § 668) 要求

-TCAS II change 7 (JAR OPS 1 § 668) provided the airplane is operated in accordance with the associated Airplane Flight Manual (M2737).

3 MF900 型别/MYSTERE FALCON 900

3.1 总则/General

飞机/Aeroplane: MYSTERE FALCON 900 (MF900)

3.2 MF900 审定基础/MF900 Certification Basis

参考申请 EASA 审定日期..... 1982 年 2 月 12 日

Reference Application Date for EASA Certification..... February, 12th 1982

EASA 审定日期 (JAA 建议) 1986 年 3 月 13 日

EASA Certification Date (JAA recommendation): March, 13th 1986

EASA 审定基础:

EASA Certification Basis:

美国联邦航空条例 25 部, 覆盖修正案从 1 到 56, 除了修正案从 35 到 56 中涉及的下列条款中外。

- Federal Aviation Regulations Part 25, Amendments 1 through 56, except for the following sections of Amendments 35 through 56.

修正案 42 的 25.107

25.107 Amendt. 42

修正案 42 的 25.109

25.109 Amendt. 42

修正案 42 和 54 的 25.111

25.111 Amendt. 42 & 54

修正案 42 的 25.149

25.149 Amendt. 42

修正案的 25.629

25.629 Amendt. 46

criteria

修正案 40 的 25.993

25.993 Amendt. 40

修正案 36 的 25.997

25.997 Amendt. 36

修正案 36 的 25.1019

25.1019 Amendt. 36

修正案 36, 38 和 40 的 25.1093

25.1093 Amendt. 36, 38 & 40

provisions

修正案 40 的 25.1141

25.1141 Amendt. 40

修正案 38 的 25.1167

25.1167 Amendt. 38

修正案 35, 36, 38 和 54 的 25.1305

25.1305 Amendt. 35, 36, 38 & 54

起飞速度

- Takeoff speeds

加速-停止距离

- Accelerate-stop distance

起飞航迹

- Takeoff path

最小控制速度

- Minimum control speed

颤振、变形、失效-安全准则

- Flutter, deformation and fail-safe

反推系统

- Reversing systems

燃油滤网或过滤器

- Fuel strainer or filter

滑油滤网或过滤器

- Oil strainer or filter

感应装置的防冻和防结冰规定

- Induction system deicing and anti-icing

动力装置的操纵-总则

- Powerplant controls - General

附加变速箱

- Accessory gearboxes

动力装置指南

- Powerplant instruments

补充条件(1985 年 11 月 22 日 DGAC letter 54-147 SFACT/TC, 1986 年 3 月 5 日的修订版 DGAC letter 53-260 SFACT/TC of 5 March 1986)

- Supplementary conditions (DGAC letter 54-147 SFACT/TC of 22 November 1985, supplemented by DGAC letter 53-260 SFACT/TC of 5 March 1986).

1971 年 11 月 25 日颁发了有关执行精密进近的 Category II 最小着陆所要求的机载设备和安装的 "Circulaire" No 3938 DTA/M。

- "Circulaire" No 3938 DTA/M relative to conditions applicable to airborne equipment and installations required to perform precision approaches to Category II landing minimums, 25 November 1971 issue.

对有关“为了限制噪声影响亚音速喷气式飞机的运行”的“Arrêté (1990 年 11 月 16 日颁发)”的符合性已经表明。

- Compliance with "Arrêté du 16 Novembre 1990" relative to the "operation of subsonic jet aircraft in order to limit their noise effect" has been shown.
- "Arrêté"在法国于 TCDS No.163, Issue 10 颁发日生效(见注释 5)。
This "Arrêté" is in force in France at the edition date of type Certificate Data Sheet number 163 issue number 10. (See Note 5)

对有关水上迫降的 FAR Part 25 要求(25.801)的符合性已经表明

- Compliance with FAR Part 25 requirements relative to ditching (25.801) has been shown.
- 对有关结冰条件下飞行的 FAR Part 25 要求(25.1093 and 25.1419)的符合性已经表明
- Compliance with FAR Part 25 requirements relative to flight in icing conditions (25.1093 and 25.1419) has been shown.

- 专用条件/Special condition:

在 41,000 到 51,000 英尺运行的法国专用条件((1985 年 10 月 28 日颁发的 DGAC letter 54-063 SFACT/TC)

French Special Condition for operation between 41,000 and 51,000 ft (DGAC letter 54-063 SFACT/TC of 28 October 1985).

- 豁免:无/Exemptions: None.

- 等效安全: /Equivalent Safety Findings:

符合 FAR 第 25 部中标明的等效安全基础上 Type III 紧急出口手动照明 III (FAR 25-811 e (3)) 的要求。

Compliance with FAR Part 25 requirements relative to illumination of Type III passenger emergency exit operating handle (25.811 (e) (3)) has been shown on the basis of an equivalent safety.

- 环境标准:/Environmental Standards:

ICAO 公约附件 16 第 III 章和第 IV 章/Chapter III and Chapter IV of annex 16 of ICAO convention.

CAAC Additional Technical Conditions

CCAR 25.772	CCAR 25 R3 amended by AA2002093
CCAR 25.795	CCAR 25 R3 amended by AA2002093
CCAR 25.811	CCAR 25 R3
CCAR 25.855	CCAR 25 R3
CCAR 25.857	CCAR 25 R3
CCAR 25.951	CCAR 25 R3
CCAR 25.1093	CCAR 25 R3

3.3 MF900 技术特征和运行限制/MF900 Technical Characteristics and Operational Limitations

3.3.1 型号设计定义/Type Design Definition

此型号航空器定义在文件 DTM20078(包括 F900C 型技术说明) 中。相关飞机定义见 DASSAULT AVIATION 文件 A001, A002 and A003 "Liste des plans structure, électrique et avionique".

The type aircraft is defined in document DTM20078 (including F900C Technical Specifications).

Definition of reference airplane by DASSAULT AVIATION documents A001, A002 and A003 "Liste des plans structure, électrique et avionique".

3.3.2 设备/Equipment

文件 A230 DTM 35-II N524 "Liste des équipements"
Document A230 DTM 35-II N524 "Liste des équipements"

3.3.3 尺寸/Dimensions

长度/Length	20, 2 m
跨度/Span	19, 33 m
高度/Height	7, 5 m
两主起落架间的距离 Distance between main landing gears	4, 45 m

3.3.4 发动机/Engines

注：经过 M1200 和 M1548 (SB F900-100) 改装的 MF900 型飞机装有 ALLIEDSIGNAL / HONEYWELL ENGINES TFE 731-5BR-1C 发动机。装配有 M1200 和 M1548 的 MF900 型飞机商业名称为 F900B。

Note: Mystere Falcon 900 Airplanes with modification M1200 and M1548 (SB F900-100) are equipped with ALLIEDSIGNAL / HONEYWELL ENGINES TFE 731-5BR-1C engines. Commercial name of MYSTERE-FALCON 900 airplanes fitted with M1200 and M1548 modifications is F900B.

数量:3/Number: 3

	没有经过 M1200 和 M1548 改装的飞行器/Aircraft without M1200 and M1548	经过 M1200 和 M1548 改装的飞行器/Aircraft with M1200 and M1548
型号/Type: ALLIEDSIGNAL / HONEYWELL ENGINES TFE731-5xxx (TCDS FAA n° E6WE)	TFE 731-5AR-1C	TFE 731-5BR-1C
- 发动机限制:/ENGINE LIMITS: . 直到 24°C 海平面条件 (5 分钟) 最大起飞静推力: / Maximum takeoff static thrust up to 23° C Sea level conditions (5 minutes) . 15°C 海平面条件最大连续静推力: /Maximum continuous static thrust at 15° C Sea level conditions 注: 发动机运行要求参见飞机飞行手册 /Note: refer to Airplane Flight Manual for engine operating instructions	2002 daN (4500 磅) (4500 lbs) 2002 daN (4500 磅) (4500 lbs)	2113 daN (4750 磅) (4750 lbs) 2061 daN (4634 磅) (4634 lbs)
发动机最大运行转速/ - Maximum engine operating speeds: . 低压转子 (N1) Low pressure rotor (N1) . 瞬时 (5 秒) /Transient (5 seconds) . 高压转子 (N2) /High pressure rotor (N2)	21000 转/分 RPM 21000 (percent 100%) 100% to 103% 29989 转/分 RPM 29989 (percent 101%)	21000 转/分 RPM 21000 (percent 100%) 100 % to 103 % 30540 转/分 RPM 30540 (percent 100.8 %)

	没有经过 M1200 和 M1548 改装的飞行器/Aircraft without M1200 and M1548	经过 M1200 和 M1548 改装的飞行器/Aircraft with M1200 and M1548
. 瞬时 (5 秒)/Transient (5 seconds)	101% to 103%	100.8 % to 103 %
- 最大级间 涡轮温度 Maximum Interstage Turbine Temperatures (ITT)		
. 启动时/During starting	952° C	978° C
. 瞬时(10 秒)/Transient (10 seconds)	974° C	996° C
. 起飞(5 分钟)/Takeoff (5 minutes)	974° C	996° C
. 瞬时(5 秒)/Transient (5 seconds)	984° C	1006° C
. 瞬时(2 秒)/Transient (2 seconds)	994° C	1016° C
. 最高连续工作温度/Maximum continuous	924° C	968° C
- 滑油压力限制/Oil pressure limits		
. 怠速/At idle	25 to 46 psig 磅/平方英寸	
. 起飞和最大连续工作 Takeoff and maximum continuous	38 to 46 psig 磅/平方英寸	
更多信息请参照飞机飞行手册/For more information, refer to Airplane Flight Manual.		
- 滑油温度限制(风扇变速箱进气道处)Oil temperature limits (at fan gearbox inlet)		
. 最大, 从海平面到 30,000 英尺 / Maximum, from sea level up to 30,000 ft	127° C	
. 30,000 英尺以上最大/Maximum above 30,000 ft	140° C	
. 在任意运行高度的瞬时最大(2 分钟)/Maximum transient at any operational altitude (2 minutes)	149° C	
. 最小, 连续工作/Minimum, continuous operation	30° C	
- 燃油压力/Fuel pressure		
. 最小燃油警告压力/Minimum fuel pressure warning	4.5 psig	

3.3.5 辅助动力装置/Auxiliary Power Unit (APU)

型号:/Model: ALLIEDSIGNAL / HONEYWELL ENGINES COMPANY - GTCP 36 - 150(F)

APU 限制: 只能在地面运行时使用/APU limits: usable for ground operation only

	正常运行/Normal operation	最高 Maximum
EGT:	720° C	973° C

RPM:

102%

110%

3.3.6 液体(燃油/滑油/添加剂)/Fluids (Fuel/Oil/Additives)

- 燃油遵循的规范/Fuel conforming to specifications:

见 AFM/See AFM

- 润滑系统遵循的规范/Lubricating system conforming to specifications:

见 AFM/See AFM

3.3.7 液体容量/Fluid capacities

燃油箱容量(额定)Fuel tank capacity (nominal)

	公升 Liters	公斤 Kg (*)	加仑/US gallons	磅 lbs (*)
可用燃油/USABLE FUEL				
-左翼和中间部分 LH wing and center section	3.422	2.748	904	6.058
-右翼和中间部分 RH wing and center section	3.422	2.748	904	6.058
-前部和后部机身 Forward and aft fuselage	3.925	3.152	1.037	6.949
可用总额 /TOTAL USABLE	10.769	8.648	2.845	19.065
不可用燃油/UNUSABLE FUEL 可排放的/Drainable:				
-左翼和中间部分 LH wing and center section	11.2	9	3	20
-右翼和中间部分 RH wing and center section	8.7	7	2.3	15.4
-前部和后部机身 Forward and aft fuselage	8.7	7	2.3	15.4
邮箱和管路里放不出来的 /Trapped: Tanks and lines	38.6	31	10.2	68.4
不可用总额/TOTAL UNUSABLE	67.2	54	17.8	119.2
燃油总量/ TOTAL FUEL				
-左发动机 LH engine	3.445	2.767	910	6.100
-右发动机 RH engine	3.440	2.762	909	6.089
-中心发动机 Center engine	3.951	3.173	1.044	6.995
总量/TOTAL	10.836	8.702	2862.8	19.184

(*) 燃油密度:0.803 千克/升 Fuel density: 0.803 kg/l

具体容量参见每一飞机的重量和平衡报告

Refer to weight and balance report of each individual airplane for exact capacity.

燃油添加剂的使用信息, 参见注 2

Refer to Note 2 for information on the use of fuel additives.

滑油容量/Oil capacity

发动机润滑系统容积/Engine lubrication system capacity

左、中、右发动机/LH, center or RH engine	公升 Liters	加仑 U. S. GALLONS
不可用/Unusable	1.42	0.37
可用/Usable	10.82	2.86

3.3.8

3.3.9 空速限制/Air Speeds

(除非另有规定, 速度为指示空速/unless otherwise specified, speeds are indicated airspeeds).

VMO 海平面/ at sea level 350 kt

VMO 线性变化直到 10,000 英尺/straight line variation up to 10,000 ft 370 kt

VMO 从 10,000 英尺到 25,000 英尺/from 10,000 to 25,000 ft 370 kt

重量小于 15876 千克(35000 磅)/Weight lower than 15,876 kg (35,000 lbs)

MMO 从 25,000 到 38,000 英尺/from 25,000 to 38,000 ft 0.87

MMO 从 38,000 到 42,000 ft, 线性逐渐降低到 0.84

from 38,000 to 42,000 ft, straight line variation down to 0.84

MMO 高于 42000 英尺/above 42,000 ft 0.84

重量高于 15,876 千克(35,000 磅)Weight higher than 15,876 kg (35,000 lbs)

MMO 从 25,000 到 33,000 英尺/from 25,000 to 33,000 ft 0.87

MMO 从 33,000 到 37,000 ft, 线性逐渐降低到 0.84

from 33,000 to 37,000 ft, straight line variation down to 0.84

MMO 高于 37000 英尺/above 37,000 ft 0.84

V_A 机动速度/maneuvering speed 228 kt

V_{FE} 前缘缝翼+襟翼/slats + flaps 7° 200 kt

前缘缝翼+襟翼/slats + flaps 20° 190 kt

前缘缝翼+襟翼/slats + flaps 40° 180 kt

V_{LO} 起落架运行/landing gear operation 190 kt

M_{LO} 0.70

V_{LE} 起落架放下/landing gear extended 245 kt

M_{LE} 0.75

DV 开窗速度/DV window opening speed 215 kt

风挡刷运行速度/windshield wiper operating speed 215 kt

没有经过 M1200 和 M1548 改装 without M1200 and M1548	经过 M1200 和 M1548 改装 with M1200 and M1548
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V_{MCA} 最小飞行控制速度
Minimum control speed in
flight
V_{MCG} 最小地面控制速度
Minimum control speed on
ground

83 kt (CAS)	85,3 kt (CAS)
83,6 kt (CAS)	86 kt (CAS)

3.3.10 最大运行高度/Maximum Operating Altitude

飞行水平:FL510/Flight level: FL 510

3.3.11 全天候能力/All weather Capability

Cat II 要求/Cat II requirements

3.3.12 最大重量/Maximum Weights

没有经过 DASSAULT AVIATION M1196 改装的飞机

Airplane without DASSAULT AVIATION modification M1196

-最大停机坪/Maximum ramp	20 729 kg (45 700 lbs)
-最大起飞/Maximum take off	20 639 kg (45 500 lbs)
-最大着陆 /Maximum landing	19 051 kg (42 000 lbs)
-最大零燃油/Maximum zero fuel	12 800 kg (28 220 lbs)
-最小飞行/Minimum flight	9 390 kg (20 700 lbs)

经过 DASSAULT AVIATION M1196 改装的飞机

Airplane with DASSAULT AVIATION modification M1196

-最大停机坪/Maximum ramp	21,183 kg (46,700 lbs)
-最大起飞/Maximum takeoff	21,092 kg (46,500 lbs)
-最大着陆 /Maximum landing	19051 kg (42000 lbs)
-最大零燃油/Maximum zero fuel	14,000 kg (30,865 lbs)
-最大飞行 Maximum flight	9,390 kg (20,700 lbs)

3.3.13 重心范围/Center of Gravity Range

没有经过 DASSAULT AVIATION M1196 改装的飞机

Airplane without DASSAULT AVIATION modification M1196

重量/Weight		前 MAC 限制 Forward limit	后 MAC 限制 Aft limit
Kg	lbs	% MAC	% MAC
9,390	20,700	14	31
19,051	42,000	14	31
20,639	45,500	14	31

经过 DASSAULT AVIATION M1196 改装的飞机

Airplane with DASSAULT AVIATION modification M1196

重量/Weight	前 MAC 限制	后 MAC 限制
-----------	----------	----------

Kg	lbs	Forward limit % MAC	Aft limit % MAC
9,390	20,700	14	31
19,051	42,000	14	31
21,092	46,500	14	31

14 % MAC 为 基准线前方 0.318 m /14 % MAC is 0.318 m forward of datum

15 % MAC 为 基准线前方 0.289 m /15 % MAC is 0.289 m forward of datum

25 % MAC 为 基准线/25 % MAC is datum

31 % MAC 为 基准线后方 0.173 m /31 % MAC is 0.173 m aft of datum

重量和平衡表包含在 DGAC 批准的手册中

The weight and balance charts are contained in the DGAC approved Manuel de Vol.

起落架回收对重心范围有轻微影响 (- 46 mkg,也就是在最小飞行重量时对重心范围有0.17 %的影响)

Gear retraction has a negligible effect on CG range (-46 mkg, i.e. - 0,17 % on CG range at minimum flight weight).

3.3.14 测量基准/Datum

测量基准是 25%平均气动弦, 标记在航空器上, 从机头向后 10.679 m 处。

Datum is 25 % of mean aerodynamic chord (MAC) which is marked on aircraft and is 10.679 m from the forward end of the aircraft nose cone.

3.3.15 平均气动弦/Mean Aerodynamic Cord (MAC)

MAC = 2.888 m

3.3.16 水平测量方法/Leveling Means

气泡型水平仪可放置在乘客座位调节导轨处。

A bubble type level may be placed on the passenger seat tracks.

在水平方向和纵向处进行水平测量。

Leveling can be obtained in the lateral and longitudinal directions.

3.3.17 最小机组/Minimum Flight Crew

两名飞行员/Two pilots.

3.3.18 最大乘客座位数/Maximum Passenger Seating Capacity

- 客舱内 19 座, 符合 FAR 25.807 (c)适用的应急出口 (AMD-BA 文件 DTM 20164 定义了经批准的 12 座的客舱内部构型)。

19 seats in the passenger cabin, in compliance with the requirements of FAR 25.807 (c) applicable to emergency exits (AMD-BA document DTM20164 defines an approved cabin interior accommodation for 12 passengers).

3.3.19 紧急出口/Exits

	类型/Type	尺寸/Size
1 个登机门/ 1 Passenger door	I	0.800*1.72m (31.50*67.72in)
1 个紧急出口/ 1 Emergency exit	III	0.534*0.916m (21.02*36.06in)

3.3.20 行李舱/货舱负载 /Baggage/Cargo Compartments:

1.300 kg and 600 kg 每平方米/1,300 kg and 600 kg per square meter.

3.3.21 轮胎/Wheels and Tyres:

该航空器装有轮子, 刹车, 无内胎子午胎/ tubeless and radial tyres

This aircraft is equipped with wheels , brakes and tubeless and radial tyres .

主轮胎型号: 29 X 7.7 -15"/Main wheel tyres are 29 X 7.7 -15"

前轮胎型号:17.5 5.75 -8"/Nose wheel tyres are 17.5 X 5.75 -8"

3.3.22 注/Notes

- FM 防干扰/FM immunity

MF900 符合/The MF900 is compliant to:

-如果实施了 M1865 改装, 要满足 ICAO Annex 10, Vol I, §3.1.4 和 §3.3.8 VOR/ILS 导航系统的 FM 防干扰要求。

FM immunity for navigation system VOR/ILS against ICAO Annex 10, Vol I, §3.1.4 and §3.3.8 provided modification M1865 is applied.

-如果实施了 M2731 改装, 要满足 ICAO Annex 10, Vol III, §2.3.3VHF 通信系统的 FM 防干扰要求。

- FM immunity for communication system VHF against ICAO Annex 10, Vol III, §2.3.3 provided modification M2731 is applied.

3.3.23 环境飞行包线/Environmental Flight Envelope

参照经批准的飞机飞行手册/Refer to approved Airplane Flight Manual.

3.3.24 其他限制/Other Limitations

参照经批准的飞机飞行手册/Refer to approved Airplane Flight Manual.

3.3.25 液压油/Hydraulics

批准的可用液压油必须符合 MIL-H-5606 规范(NATO 编码为 H515 或 H520)/

Hydraulic fluid approved for use must conform to MIL-H-56 06 specifications (NATO codes H515 or H520)

3.4 MF900 运行和服务指南/MF900 Operating and Service Instructions

飞行手册 (AFM): 文件 DTM20103/Airplane Flight Manual: document DTM20103

维护手册/Maintenance Manual

适航限制(寿命限制机身部件和要求维修/检查)列在 DGAC 批准的维修进度表和 TBO's, 文件 DMD35543 维修手册的 5-40-00 章。

Airworthiness limitations (life limited airframe components and required maintenance/inspections) are listed in DGAC approved Recommended Maintenance Schedules and TBO's, chapter 5-40-00 of the Maintenance Manual, document DMD35543.

服务信函和服务通告/Service Letters and Service Bulletins

服务通告列在服务通告索引(SB 0)中/Service Bulletins are listed in Service Bulletin index (SB 0)

各种声明/Various statements

MF900 符合: /The MF900 is compliant to:

-基本的 RNAV, RNP10 适航性要求依照飞机飞行手册、限制章节、各种操作、1-16-2 和 1-16-3 页执行
Basic RNAV, RNP10 airworthiness requirements are operated in accordance with Airplane Flight Manual, Limitations Section, Kinds of Operation, pages 1-16-2 and 1-16-3

如果进行了 M2819 改装, 要满足 CVR (JAR-OPS1)要求 (2 小时)

- CVR (JAR-OPS1) requirements (2 hours) provided modification M2819 is applied.

- 如果飞机按照飞机飞行手册 1-16-4 运行, 要满足 RVSM(Service Bulletin F900-186)要求;

RVSM requirements (Service Bulletin F900-186) if the airplane is operated in accordance with Airplane Flight Manual page 1-16-4.

- NAT MNPS: 飞行手册 (AFM) 描述了 NAT MNPS 规章(法国 "arrête (1987 年 11 月 5 日颁发), FAR Part 91, Appendix C)要求的最低导航性能, 机上至少有 2 套 FMS's, 和 2 套 IRS's 在 NAV 模式, 或 2 套 GPS, 或 1 套 IRS 在 NAV 模式和 1 套 GPS。

NAT MNPS: As per AFM, the minimum navigation performance required by NAT MNPS regulations (French "arrêté of November 5th, 1987 and FAR Part 91, Appendix C) are demonstrated provided that there are at least, operating on board, 2 FMS's and:

- 2 IRS's in NAV mode or
- 2 GPS or
- 1 IRS in NAV mode and 1 GPS

- 如果飞机按照相关补充飞行手册(M3377 and M3501 or Service Bulletin F900-251 / M3219)运行, 要满足 TCAS II change 7 (JAR-OPS1 §668)要求。

TCAS II change 7 (JAR OPS 1 § 668) if the airplane is operated in accordance with the associated Airplane Flight Manual Supplements. (M3377 and M3501 or Service Bulletin F900-251 / M3219)

3.5 Falcon 900C 版本/Falcon 900C version

Mf900 飞机的 F900C 设计不是一个新的型别设计。F900C 是一个商业构型飞机, 是 Mystere Falcon 900 飞机在组装线上进行了下面两种主要改装中的一种而成:

F900C designation for Mystere Falcon 900 airplane does not correspond to a new model designation. This is only a commercial designation for Mystere Falcon 900 airplanes on which one of these 2 major modifications is embodied on assembly line:

- M1975: Primus 2000 航电系统-生产线安装

M1975: Primus 2000 avionics - Installation on product line.

M2695: Primus 2000 航电系统—通过服务通告安装

- M2695: Primus 2000 avionics - Installation by Service Bulletin.

3.5.1 审定基础/Certification Basis

参考申请 EASA 审定的日期 1998 年 2 月 20 日

Reference Application Date for EASA Certification: Feb 20th, 1998.

EASA 审定日期 (JAA 建议) 1999 年 6 月 15 日

EASA Certification Date (JAA recommendation): Jun 15th, 1999.

EASA 审定基础: /EASA Certification Basis:

- 适航性要求: /Airworthiness requirements:

Falcon 900C 审定基础参见 CRI F-01 “新航电系统安装, 审定基础”, 1999 年 3 月 15 日。Falcon 900C 审定计划在 DGT/NAV 74.373 文件 M1975-001(1999 年 6 月 4 日)中说明。

Certification basis of Falcon 900C is defined in CRI F-01, "New avionics installation, certification basis" dated on March 15th, 1999. Certification Plan of Falcon 900C is introduced in DGT/NAV 74.373 Doc M1975-001 document dated on Jun-4, 1999.

审定基础包括 Falcon 900 的审定基础, 加上下述要求: /Certification basis consists in Falcon 900 certification basis, plus following requirements:

1. JAR25 第 14 次修改加上适用于重大修改的 op/96/1 相关章节:

1- JAR25 change 14 Plus op/96/1 relevant paragraphs applicable to the significant change:

JAR 25 D 分部-设计与结构:

JAR 25 subpart D - Design and construction:

- JAR 25.773 (d) 驾驶舱视界/ JAR 25.773 (d) "Pilot Compartment View"

- JAR 25X899 电气屏蔽和保护/ JAR 25X899 “Electrical bonding and protection”

JAR 25 F 分部-设备:/JAR 25 subpart F - Equipment:

- JAR 25.1301: 功能和安装/ JAR 25.1301: « Function and Installations »
- JAR 25.1303: 飞行和导航仪表/ JAR 25.1303: « Flight and Navigation Instruments »
- JAR 25.1307 (c) (d) (e): 其他设备/JAR 25.1307 (c) (d) (e): « Miscellaneous equipments »
- JAR 25.1309: 设备、系统及安装/ JAR 25.1309: « Equipment, systems and installations »
- JAR 25X1315: 负加速/ JAR 25X1315: « Negative acceleration »
- JAR 25.1316: 系统闪电防护/ JAR 25.1316: « System lightning protection »
- JAR 25.1321: 布局和可见度/ JAR 25.1321: « Arrangement and visibility »
- JAR 25.1322: 警告灯、戒备灯和提示灯/ JAR 25.1322: « Warning, Caution and advisory lights »
- JAR 25.1323: 空速指示系统/ JAR 25.1323: « Airspeed indicating system »
- JAR 25.1326: 空速管加温指示系统/JAR 25.1326: « Pitot heat indication systems »
- JAR 25.1327: 磁航向指示器/ JAR 25.1327: « Magnetic direction indicator »
- JAR 25X1328: 航向指示器/ JAR 25X1328: « Direction indicator »
- JAR 25.1329: 自动驾驶仪系统/JAR 25.1329: « Automatic pilot system »
- JAR 25.1331: 使用能源的仪表/ JAR 25.1331: « Instruments using a power supply »
- JAR 25.1333: 仪表系统/JAR 25.1333: « Instrument systems »
- JAR 25.1335: 飞行指引系统/ JAR 25.1335: « Flight director systems »
- JAR 25.1381 仪表灯/ JAR 25.1381 Instrument Lights
- JAR 25.1431 电子设备/ JAR 25.1431 Electronic Equipment
- JAR 25.1457 驾驶舱声音记录/ “Cockpit voice recorders”
- JAR 25.1459 飞行记录/JAR 25.1459 “Flight recorders”

JAR 25 G 子部分-运行限制和信息: /JAR 25 subpart G - Operating limitations and information:

- JAR 25X1524 系统和设备限制/JAR 25X1524 Systems and equipment limitations
- JAR 25.1529 持续适航文件/JAR 25.1529 Instructions for Continued Airworthiness
- JAR 25.1543 仪表标记: 总则/JAR 25.1543 Instrument Markings: General
- JAR 25.1545 空速限制信息/ JAR 25.1545 Airspeed limitation information
- JAR 25.1547 磁航向指示器/JAR 25.1547 Magnetic Direction Indicator
- JAR 25.1549 动力装置仪表/JAR 25.1549 Powerplant Instruments

加上 JAR AWO Change 2/Plus JAR AWO Change 2.

两个专用条件/2- Special conditions:

DGAC 专用条件是: /DGAC special conditions are:

- CRI F-02: «HIRF»
- CRI F-04: 《闪电间接影响》/«Lightning indirect effects»
- CRI F-08: 《E-GPWS 选择》/«E-GPWS option»

- 专用条件: 无/Special Conditions: None.
- 豁免: 无/Exemptions: None.
- 等效安全: 无/Equivalent Safety Findings: None.

3.5.2 技术特点和运行限制/ Technical Characteristics and Operational Limitations

3.5.2.1 型号设计定义/Type Design Definition

基本安装包含两个改造:/Two changes are issued to cover the basic installation:

M1975 改造:成套安装在 MF900 上的 Primus 2000 航电系统是最近生产飞机的基本配置, 其序列号大于或等于 S/N 179。

Modification M1975: Primus 2000 avionics suite installation on MF900, which is the basic installation on the newly produced aeroplanes, with serial number equal or greater than S/N 179.

M2695 改造: 成套 Primus 2000 航电系统安装在 MF900(改进)上, 这种航电系统通过一个专用服务通告安装。

Modification M2695: Primus 2000 avionics suite installation on MF900 (retrofit), installation of this avionics suite on by a specific Service Bulletin.

3.5.2.2 设备/Equipment

见上面列出的改装单/See modification sheets listed here above.

3.5.2.3 全天候能力/All weather capability

Cat II.

3.5.3 运行和服务指南/Operating and Service Instructions

飞行手册: 文件 FM900C/Airplane Flight Manual: Document FM900C

维修手册/Maintenance Manual

适航限制清单列在经批准的 DGAC 建议维修程序和 TBO's, 维修手册 DMD 35542 的 5-40-00 章节中。Airworthiness limitations are listed in the DGAC approved recommended maintenance schedules and TBO's, Chapter 5-40-00 of the Maintenance Manual DMD 35542.

各种声明/Various statements

F900C 符合:/The F900C is compliant to:

- 飞机依照飞机飞行手册、限制章节、各种操作、1-160-2 页运行, 要满足 RNAV, RNP10 的基本适航性。

Basic RNAV, RNP10 airworthiness provided the airplane is operated in accordance with Airplane Flight Manual, Limitations Section, kind of operations, page 1-160-2

- 进行了 M2819 改装的话, 要满足 CVR (JAR-OPS1)要求(两小时)。

CVR (JAR-OPS1) requirements (2 hours) provided the modification M2819 is applied

- 如果飞机依照飞机飞行手册 1-160-1 页运行, 要满足 RVSM 要求 (SB F900EX-4)。

RVSM requirements (SB F900EX-4) if the airplane is operated in accordance with Airplane Flight Manual page 1-160-1.

- NAT MNPS:飞行手册 (AFM) 描述了 NAT MNPS 规章(法国 "arrête (1987 年 11 月 5 日颁发), FAR Part 91, Appendix C)要求的最低导航性能, 机上至少有 2 套 FMS's; 和 2 套 IRS's 在 NAV 模式, 或 2 套 GPS, 或 1 套 IRS 在 NAV 模式和 1 套 GPS。

NAT MNPS: As per AFM, the minimum navigation performance required by NAT MNPS regulations (French "arrête of November 5th, 1987 and FAR Part 91, Appendix C) are demonstrated provided that there are at least, operating on board, 2 FMS's and:

- 2 IRS's in NAV mode or
- 2 GPS or
- 1 IRS in NAV mode and 1 GPS

- 如果飞机进行了 M2811 改装,且飞机按照相关补充飞行手册 7 运行, 要满足 EGPWS (JAR-OPS1 §665) 要求。

EGPWS (JAR-OPS 1 § 665) provided the modification M2811 is applied and the airplane is operated in accordance with the associated AFM Supplement 7.

- 如果飞机按照补充飞行手册运行, 要满足 TCAS II change 7 (JAR-OPS1 §668) 要求(M3219 或 S/B F900EX-89 或 M3236 或 M3382 或 M3428 或 M3527 或 M3540 或 M3627)。

TCAS II change 7 (JAR OPS 1 § 668) (M3219 or S/B F900EX-89 or M3236 or M3382 or M3428 or M3527 or M3540 or M3627) if the airplane is operated in accordance with the associated Airplane Flight Manual Supplements.

4 F900EX 型别/FALCON 900EX MODEL**4.1 总则/General**

飞机/Aeroplane.....Falcon 900EX (F900EX)

4.2 F900EX 审定基础/ F900EX Certification Basis

参考申请 EASA 审定日期..... 1993 年 3 月 3 日

Reference Application Date for EASA Certification: March 3, 1993

DGQT/NAV letter No. 153/93

EASA 审定日期 (JAA 建议) 1996 年 5 月 31 日

EASA Certification Date (JAA recommendation): May, 31st 1996

EASA 审定基础: /EASA Certification Basis:

适用的需求 (参考 CRI A01 issue 8) /- Applicable requirements (refer to CRI A01 issue 8):

1. 美国联邦航空规章 25 部, 一直到且包括修正案 56, 除了修正案从 36 到 56 中涉及的下列条款中外

1. FAR part 25 up to and including amendment 25.56 except for amendments 36 through 56 which have not been selected for the following paragraphs:

25.109 Amdt 42 加速-停止距离/Accelerate-stop distance

25.149 Amdt 42 最小操纵速度/Minimum control speed

25.629 Amdt 46 颤振、变形、失效-安全准则/Flutter, deformation, and fail-safe criteria

25.933 Amdt 40 反推系统/Reversing systems

25.1093 Amdt 36, 38 and 40 进气系统的防冰/Induction system icing protection

25.1141 Amdt 40 动力装置的操纵: 总则/Powerplant controls: general

2. JAR 25 部第 13 次修改, 加上 Orange Paper 90/1, 和 M1466 改装 (后服务舱的 300 l tank)、M3008 (F900EX 航空电子设备的升级) 相关解释的要求

2. Requirements of JAR 25 change 13 plus Orange Paper 90/1 and associated interpretations for M1466 modifications (300 l tank in rear servicing compartment) and M3008 (Upgrading of Falcon 900EX avionics).

JAR 25X899

JAR 25.1309 (OP 90/1)

JAR 25.1333

JAR 25.901 (c) (OP 90/1)

JAR 25X1315

JAR 25.1335

JAR 25.963 (e) (and referenced JAR 25.561)

JAR 25.1322

JAR 25.1141 (f)

JAR 25.1323

JAR 25.1303

JAR 25.1329

JAR 25.1305

JAR 25.1331

加上 JAR AWO 第一次修改和 Amdt AWO/91/1

Plus JAR AWO Change 1 and Amdt AWO/91/1

3. 适用于 Dassault Aviation 的需求

3. Requirements applied upon Dassault Aviation's request:

JAR 25.107 第 13 次修改 起飞速度/JAR 25.107 change 13 Take-off speeds

JAR 25.111 第 13 次修改 起飞航迹/JAR 25.111 change 13 Take-off path

JAR 25.997 第 13 次修改 燃油滤网或燃油滤/JAR 25.997 change 13 Fuel strainer or filter

JAR 25.1019 第 13 次修改 滑油滤网或滑油滤/JAR 25.1019 change 13 Oil strainer or filter

JAR 25.1167 OP 90/1 附件传动箱/JAR 25.1167 OP 90/1 Accessory gearboxes

NPA AWO - 3 对 JAR AWO cat 2 的各种修订/NPA AWO - 3 Miscellaneous amendments to JAR AWO cat 2

NPA AWO - 4 自动着陆系统建议 2/NPA AWO - 4 Automatic landing system Proposal 2

专用条件/Special conditions:

CS S-01 反推/Thrust reverser

CS S-02 闪电, 间接影响/Lightning, indirect effect

CS S-04 HIRF

补充技术条件 (DGAC letter 54-147 SFACT/TC dated November 22, 1985, with DGAC letter 53-260 SFACT/TC dated March 5, 1986, and with CRI A03 edition 3).

Complementary technical conditions (DGAC letter 54-147 SFACT/TC dated November 22, 1985, with DGAC letter 53-260 SFACT/TC dated March 5, 1986, and with CRI A03 edition 3).

41,000 到 51,000 英尺法国专用飞行条件(DGAC letter 54-063 SFACT/TC dated October 28, 1985).

Special French Condition for flight between 41,000 and 51,000 ft (DGAC letter 54-063 SFACT/TC dated October 28, 1985).

噪声限制: arrêté du 19 Février 1987 relatif au certificat de limitation de nuisance.

-Noise Limitation: arrêté du 19 Février 1987 relatif au certificat de limitation de nuisance.

水上迫降: 符合 FAR 第 25 部中标明的水上迫降的要求 (FAR 25-801)

-Ditching: compliance with FAR Part 25 requirements regarding ditching (FAR 25-801) was shown.

结冰条件: 符合 FAR 第 25 部中标明的结冰条件下飞行的要求 (FAR 25-1093 和 25-1419)

-Icing Conditions: compliance with FAR Part 25 requirements regarding flight in icing conditions (FAR 25-1093 and 25-1419) was shown.

豁免/Exemptions: 无/none

等效安全/Equivalent Safety Findings:

符合 FAR 第 25 部中标明的等效安全基础上 Type III 紧急出口手动照明 III (FAR 25-811 e (3)) 的要求。

Compliance with requirements of FAR, Part 25, regarding Type III emergency exit handle lighting III (FAR 25-811 e (3)) was showed on a safety equivalent basis.

环境标准/Environmental Standards:

Environmental Standards:

ICAO 公约附件 16 第 III 章和第 IV 章/Chapter III and Chapter IV of annex 16 of ICAO convention.

CAAC Additional Technical Conditions

CCAR 25.772	CCAR 25 R3 amended by AA2002093
CCAR 25.795	CCAR 25 R3 amended by AA2002093
CCAR 25.811	CCAR 25 R3
CCAR 25.855	CCAR 25 R3
CCAR 25.857	CCAR 25 R3
CCAR 25.951	CCAR 25 R3
CCAR 25.1093	CCAR 25 R3

4.3 F900EX 技术特征和运行限制/F900EX Technical Characteristics and Operational Limitations

4.3.1 型号设计定义/Type Design Definition

此型号航空器定义在 Mystère Falcon 900 的 M3000 改装修订版 B2 中。(F900EX 技术特性详见最新版的 DTM 35-I-177/94 文件)

The type aircraft is defined in modification M3000 revision B2 of Mystère Falcon 900 (F900EX Technical specification are detailed in document DTM 35-I-177/94 at latest revision).

相关飞机定义见 DASSAULT AVIATION 文件 A-340 DTM 5303/85 MASTER DRAWING LIST OF THE TYPE AIRCRAFT

Definition of reference airplane by DASSAULT AVIATION documents

A-340 DTM 5303/85 MASTER DRAWING LIST OF THE TYPE AIRCRAFT

4.3.2 设备/Equipment

A 330/1 DTM 5100/84 LISTE DES EQUIPEMENTS AVION DE TYPE

A330/2 DTM 5257/84 LISTE DES EQUIPEMENTS OPTIONS

4.3.3 尺寸/Dimensions

长度/Length	20.2 m
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宽度/ Width	19.33 m
高度/ Height	7.5 m
两主起落架间的距离/ Distance between main landing gears	4.45 m

4.3.4 发动机/Engines

型别/Model: ALLIEDSIGNAL / HONEYWELL ENGINES TFE 731-60 (EASA TCDS IM.E.011).

数量 3 /Number: 3.

发动机限制/Engine limits:

-最大起飞静推力: 2 225 daN (5 000 磅) (海平面, 不安装, ISA 条件+ 17° , 最多 5 分钟)

- Maximum takeoff static thrust: (sea level, not installed, ISA conditions + 17° , 5 min max).

注: 参见飞机飞行手册, 发动机运行要求

Note: Refer to Airplane Flight Manual for engine operating instructions.

- 最大发动机运行速度/Maximum engine operating speed :

- 低压转子 (N1) /Low pressure rotor (N1) 21 000 RPM
- 瞬时 (1 秒) /Transient (1 second) 100 % to 100,5 %
- 高压转子 (N2) /High pressure rotor (N2) 31 485 RPM
- 瞬时 (1 秒) /Transient (1 second) 100 % to 100,5 %

- 最大级间涡轮温度/Maximum Interstage Turbine Temperature (ITT)

- 地面启动时/ During starting on ground 994° C
- 飞行中启动时/ During starting in flight 994° C
- 起飞 (5 分钟) / Takeoff (5 minutes) 1 022° C
- 瞬时 (10 秒) /Transient (10 seconds) 1 032° C
- 最大连续工作/Maximum continuous 991° C

- 滑油压力限制/Oil pressure limits

- 慢车时/At idle 25 to 46 psig
- 起飞和最大连续工作/Takeoff and maximum continuous 38 to 46 psig
- 瞬时/Transient 最大/max 100 psi

- 滑油温度限制(风扇变速箱进气道处)/Oil temperature limits (at fan gearbox inlet)

- 最大, 从海平面到 30,000ft/Maximum, from sea level up to 30.000 ft 127° C
- 最大, 30,000ft 以上/Maximum , above 30.000 ft 140° C
- 在任意运行高度的瞬时最大 (2 分钟)

Maximum transient at any operational altitude (2 minutes) 149° C

- 最小, 连续运行/Minimum, continuous operation 30° C

- 燃油压力/Fuel pressure

- 最小燃油压力警告/Minimum fuel pressure warning 4,5 psig

4.3.5 辅助动力装置(APU)/Auxiliary Power Unit (APU)

型别/Model: ALLIEDSIGNAL / HONEYWELL ENGINES COMPANY - GTCP 36 - 150(F)

APU 限制/APU limits: 只能在地面使用/usable for ground operation only

EGT: 正常运行/Normal operation: 720° C -最大/ Maximum : 973° C

RPM: 正常运行/Normal operation: 102% -最大/Maximum : 110%

4.3.6 液体 (燃油/滑油/添加剂) /Fluids (Fuel/Oil/Additives)

燃油遵循的规范/Fuel conforming to specifications:

见 AFM/See AFM

润滑系统遵循的规范/Lubricating system conforming to specifications:

见 AFM /See AFM

4.3.7 液体容量/Fluid capacities

燃油容量/Fuel capacity

(初始规范已通过试验确认/Initial specification has been confirmed through tests)

	公升 Liters	公斤 Kg (*)	加仑 US gallons	磅 lbs(*)
可用燃油/USABLE FUEL				
左翼/Left wing	2 129	1 710	563	3 769
左中机身/Left center fuselage	822	660	217	1 455
前左油箱/Front left tank	534	429	141	945
左进油箱/Left feeder tank	481	386	127	852
左回路总量/Total left circuit	3 966	3 185	1 048	7 021
右翼/Right wing	2 129	1 710	563	3 769
右中机身/Right center fuselage	822	660	217	1 455
前右油箱/Front right tank	509	409	135	901
右进油箱/Right feeder tank	481	386	127	852
右回路总量/Total right circuit	3 941	3 165	1 041	6 977
前油箱/Front tank	1 656	1 330	438	2 932
后油箱/Aft tank	1 706	1 370	451	3 020
油箱后室/Aft compartment tank	300	241	79	531
中进油箱/Center feeder tank	193	155	51	342
中回路总量/Total center circuit	3 857	3 097	1 019	6 828
总可用量/TOTAL USABLE	11 764	9 446	3 109	20 825
不可用燃油/UNUSABLE FUEL				
可排放的/Drainable:				
左回路/Left circuit	21,4	17,2	6	38
右回路/Right circuit	23,0	18,5	6	41
中回路/Center circuit	19,8	15,9	5	35
邮箱和管路里放不出来的 Trapped: Tanks and lines	26	21	7	46
总不可用量/TOTAL UNUSABLE	90	73	24	160
每台发动机总燃油量/TOTAL FUEL PER ENGINE				
左回路/Left circuit	3 996,14	3 208,9	1 056	7 074,4
右回路/Right circuit	3 972,76	3 190,1	1 050	7 033,1
中回路/Center circuit	3 885,52	3 120,1	1 027	6 878,6
总燃油量/TOTAL FUEL	11 854	9 519	3 133	20 986

(*) 燃油密度/Fuel density : 0.803 kg/l

- 具体容量参见每一飞机的重量和平衡报告

- Refer to weight and balance report of each individual airplane for exact capacity

- 燃油添加剂的使用信息, 参见注 2,

- Refer to NOTE 2 for information on the use of fuel additives.

滑油容积/Oil capacity

发动机总滑油容积/Total oil engine capacity :

6,91. (7,3 夸脱/quarts)

可用/Usable:

3,81. (4,05 夸脱/quarts)

不可用/Unusable :

1, 21. (1, 25 夸脱/quart)

4.3.8 空速限制/Air speeds

(除非另有规定, 速度为指示空速/Unless otherwise specified, speeds are indicated airspeeds)

VMO 海平面/at sea level	350 kt
VMO 线性逐渐提高到 10,000ft/straight line variation up to 10,000 ft	370 kt
VMO 从 10,000 ft 到 25,000 ft/from 10,000 ft to 25,000 ft	370 kt

重量小于 15,980 千克 (35,000 磅)/Weight lower than 15,980 kg (35,000 lbs)

MMO 从 25,000 到 38,000 ft /from 25,000 to 38,000 ft	0, 87
MMO 从 38,000 到 42,000 ft, 线性逐渐降低到	0, 84
MMO from 38,000 to 42,000 ft, straight line variation down to	0, 84
MMO 高于 42,000 ft /above 42,000 ft	0, 84

重量大于 15,980 千克 (35,000 磅)/Weight higher than 15,980 kg (35,000 lbs)

MMO 从 25,000 到 33,000 ft /from 25,000 to 33,000 ft	0, 87
MMO 从 33,000 到 37,000 ft, 线性逐渐降低到	0, 84
MMO from 33,000 to 37,000 ft, straight line variation down to	0, 84
MMO 高于 37,000 ft /above 37,000 ft	0, 84

V _A 机动速度 maneuvering speed	228 kt
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V_{FE}

前缘缝翼+襟翼/slats + flaps 7°	200kt
前缘缝翼+襟翼/slats + flaps 20°	190 kt
前缘缝翼+襟翼/slats + flaps 48°	180 kt

注: 高于 20,000 ft 时, 不许展开前缘缝翼和襟翼, 也不许保持在展开位。

Note: Above 20,000 ft, do not extend, nor keep extended slats and flaps.

V _{LO} 起落架运行/Landing gear operation	190 kt
M _{LO}	0.70
V _{LE} 起落架放下/Landing gear extended	245 kt
M _{LE}	0.75
DV 开窗速度/window opening speed	215 kt
风挡刷运行速度/windshield wiper operating speed	215 kt
V _{MCA} 飞行中最小控制速度/minimum control speed in flight	85.2kt (CAS)
V _{MCG} 地面最小控制速度/minimum control speed on ground	88.9 kt (CAS)

4.3.9 最大运行高度/Maximum operating altitude

飞行器最大运行高度为 51,000 feet/Aircraft is approved for 51,000 feet operation.

4.3.10 全天候能力/ All weather Capability

Cat II PA
 HUD Cat I (M2912)
 HUD Cat 2/3 (M2913)

4.3.11 最大重量/Maximum Weights

没经过 M3020 (BS N° 1)改装	重量/Weight	前 MAC 限制	后 MAC 限制
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Without M3020 (BS N° 1)	千克/kg	磅/lbs	Forward limit % MAC	Aft limit % MAC
最小飞行/Minimum flight	9.390	20.700	14	31
最大零燃油/Maximum zero fuel	14 000	30 864	14	31
最大着陆 /Maximum landing	19 051	42 000	14	31
后中心 31%最大/Maximum for aft CG at 31 %	21 228	46 800	14	31
最大起飞/Maximum takeoff	21 908	48 300	14	24,20
最大停机坪/Maximum ramp	22 000	48 500	14	23,45

没经过 M3020 (BS N° 1)改装 With M3020 (BS N° 1)	重量/Weight		前 MAC 限制 Forward limit % MAC	后 MAC 限制 Aft limit 千克/kg
	千克/kg	磅/lbs		
最小飞行/Minimum flight	9 390	20 700	13	31
最大零燃油/Maximum zero fuel	14 000	30 864	13	31
最大着陆 /Maximum landing	20 185	44 500	13	31
后中心 31%最大/Maximum for aft CG at 31 %	21 228	46 800	13	31
最大起飞/Maximum takeoff	22 226	49 000	13	21,35
最大停机坪/Maximum ramp	22 317	49 200	13	20,50

注/Note: 13 % MAC 为基准面前 347mm/13 % MAC is 347 mm forward of datum

25 % MAC 为基准面/25 % MAC is datum

14 % MAC 为基准面前 318mm/14 % MAC is 318 mm forward of datum

31 % MAC 为基准面后 173mm/31 % MAC is 173 mm aft of datum

起落架回收对重心范围有轻微影响 (- 50 mkg, 也就是在最小飞行重量时对重心范围有 0.2 % 的影响)

Gear retraction has a negligible effect on CG range (- 50 mkg, i.e. 0.2 % on CG range at minimum flight weight).

4.3.12 基准面/Datum

基准面为平均气动弦 (MAC) 的 25%, 标记在航空器上, 从机头向后 10 679 mm 处。0 % MAC 位于从机头向后 9 957 mm 处。

Datum is 25 % of mean aerodynamic chord (MAC) which is marked on aircraft and is 10 679 mm from the forward end of the aircraft nose cone. 0 % MAC is at 9 957 mm from the forward end of the aircraft.

4.3.13 平均气动弦/Mean aerodynamic chord

MAC = 2 888 m

4.3.14 水平测量方法/Leveling means

气泡型水平仪放置在机身后货舱结构组件的螺钉头部处。

A bubble type level may be placed on the head of screws provided on structural components in the fuselage rear compartment.

在水平方向和纵向处进行水平测量/Leveling can be obtained in the lateral and longitudinal directions.

4.3.15 最小机组/Minimum crew

两名飞行员 (一名飞行员和一名副驾驶) /Two pilots (One pilot and one copilot)

4.3.16 最大乘客座位数/Maximum number of passenger seats

- 客舱内 19 座/19 seats in the passenger cabin

- 按文件 F900EX DTM 35-1-177/94 给出的要求, 12 座构型布局
- 12 passengers accommodation cabin layout taken as a reference for performance is given by document F900EX DTM 35-1-177/94.

4.3.17 紧急出口/Exits

	类型/Type	尺寸/Size
1 个登机门/1 Passenger door	I	0.800*1.72m (31.50*67.72in)
2 个紧急出口 /2 Emergency exit	III	0.534*0.916m (21.02*36.06in)

4.3.18 行李舱/货舱负载 / Baggage /Cargo Compartments

行李舱: 1 300 千克和 600 千克每平方米

Baggage compartment: 1 300 Kg and 600 kg per square meter.

4.3.19 轮胎/Wheels and Tyres:

航空器装有轮子, 刹车, 无内胎子午胎/ tubeless and radial tyres

This aircraft is equipped with wheels, brakes and tubeless and radial tyres.

主轮轮胎是 “29*7.7 -15’ ”

Main wheel tyres are 29*7.7 - 15’ ’

前轮轮胎是 “17.5*5.75 - 8”

Nose wheel tyres are 17.5*5.75 - 8’ ’

4.3.20 注意/Notes

FM 防干扰/FM immunity

F900EX 符合/The F900EX is compliant to:

-如果实施了 M2288 改装, 要满足 ICAO Annex 10, Vol I, §3.1.4 和 §3.3.8 VOR/ILS 导航系统的 FM 防干扰要求。

FM immunity for navigation system VOR/ILS against ICAO Annex 10, Vol I, § 3.1.4 and § 3.3.8 provided modification M2288 is applied.

-如果实施了 M2712 改装, 要满足 ICAO Annex 10, Vol III, §2.3.3VHF 通信系统的 FM 防干扰要求。

FM immunity for communication system VHF against ICAO Annex 10, Vol III, § 2.3.3 provided modification M2712 is applied.

4.3.21 环境飞行包线/Environmental Flight Envelope

参照经批准的飞机飞行手册/Refer to approved Airplane Flight Manual.

4.3.22 其他限制/Other Limitations

参照经批准的飞机飞行手册/Refer to approved Airplane Flight Manual.

4.3.23 液压油/Hydraulics

批准的可用液压油必须符合 MIL-H-5606 规范 (NATO 编码为 H515 或 H520)

Hydraulic fluid approved for use must conform to MIL-H-5606 specifications (NATO codes H515 or H520)

4.4 F900EX 运行和服务指导/F900EX Operating and Service Instructions

飞行手册 (AFM): 文件 DTM561

Airplane Flight Manual: document DTM561

维护手册/Maintenance Manual

适航限制 (规定寿命的机身部件和要求的维修/检查) 列在 DGAC 批准的建议维修进度表和 TBO's, 文件 DMD568 维修手册的 5-40-00 章。

Airworthiness limitations (life limited airframe components and required maintenance/inspections) are listed in DGAC approved Recommended Maintenance Schedules and TBO's, chapter 5-40-00 of the Maintenance Manual, document DTM568.

服务信函和服务通告/Service Letters and Service Bulletins

服务通告列在服务通告索引中/Service Bulletins are listed in Service Bulletin index

各种声明/Various statements

F900EX 符合/The F900EX is compliant to:

如果飞机运行按照飞机飞行手册、限制章节、各种操作、1-160-2 页, 要满足基本的 RNAV, RNP10 适航性。

Basic RNAV, RNP10 airworthiness provided the airplane is operated in accordance with Airplane Flight Manual, Limitations Section, kind of operations, page 1-160-2

如果进行了 M2819 改装, 要满足 CVR (JAR-OPS1) 要求 (2 小时)

CVR (JAR-OPS1) requirements (2 hours) provided the modification M2819 is applied

如果飞机按照飞机飞行手册 1-160-1 运行, 要满足 RVSM (SB F900EX-4) 要求

RVSM requirements (SB F900EX-4) if the airplane is operated in accordance with Airplane Flight Manual page 1-160-1.

-NAT MNPS: 飞行手册 (AFM) 描述了 NAT MNPS 规章 (法国 "arrêté (1987 年 11 月 5 日颁发), FAR Part 91, Appendix C) 要求的最低导航性能, 机上至少有 2 套 FMS's; 2 套在 NAV 模式的 IRS's, 或 2 套 GPS, 或 1 套在 NAV 模式的 IRS 和 1 套 GPS。

NAT MNPS: As per AFM, the minimum navigation performance required by NAT MNPS regulations (French "arrêté of November 5th, 1987 and FAR Part 91, Appendix C) are demonstrated provided that there are at least, operating on board, 2 FMS's and:

2 IRS's in NAV mode or

2 GPS or

1 IRS in NAV mode and 1 GPS

如果进行了 M2811 改装, 要满足 EGPWS (JAR-OPS 1 § 665), 且飞机按照相关补充飞行手册运行。

EGPWS (JAR-OPS 1 § 665) provided the modification M2811 is applied and the airplane is operated in accordance with the associated AFM Supplement 7.

如果飞机按照相关补充飞行手册运行, 要满足 TCAS II change 7 (JAR-OPS1 § 668) (M3219 or S/B F900EX-89 or M3236 or M3382 or M3428 or M3527 or M3540 or M3627) 要求

TCAS II change 7 (JAR OPS 1 § 668) (M3219 or S/B F900EX-89 or M3236 or M3382 or M3428 or M3527 or M3540 or M3627) if the airplane is operated in accordance with the associated Airplane Flight Manual Supplements.

4.5 Falcon 900EX EASy 版本 /Falcon 900EX EASy version

F900EX EASy 的设计不是一个新的型别设计。F900EX EASy 是一个商业构型飞机, 进行过下列改装:

F900EX EASy designation does not correspond to new model designation. F900EX EASy is a commercial designation for airplanes on which the following modifications have been applied:

第一步/Step 1: M3083, M2862, M2861, M2963, M2823.

第二步/Step 2: M3795, M3784

第三步/Step 3: M3876, M3706

4.5.1 审定基础/Certification Basis

参考申请 EASA 审定日期..... 1999 年 11 月 8 日

Reference Application Date for EASA Certification: November 8th, 1999

EASA 审定日期 (JAA 建议) 2003 年 11 月 13 日

EASA Certification Date (JAA recommendation): November 13th, 2003

EASA 审定基础:

EASA Certification Basis:

M2862, M2861, M2963 和 M2823 改装属于主 2 级 (非重要更改)。对于 F900EX, 上述改装的审定基础相同。(见上面 4.2 节)

Modifications M2862, M2861, M2963 and M2823 are Major Level 2 (Non Significant Changes). They have the same certification basis as for F900EX (defined in above § 4.II)

M3083 改装属于主 1 级 (重要更改)。其审定基础参见 CRI A-1101, 还包括一下内容:

Modification M3083 is Major Level 1 (Significant Change). Its certification basis are defined in CRI A-1101 and consist of the followings:

JAR25 第 14 次修改, 加上 OP Amdt 25/96/1 (和相关修订)

JAR 25 paragraphs applicable at Change 14 plus OP Amdt 25/96/1 (and associated Reversions, if any):

JAR 25.207 失速警告/ JAR 25.207 “Stall warning”

JAR 25.581 闪电防护/ JAR 25.581 “Lightning protection”

JAR 25.601 设计与结构—总则/ JAR 25.601 “General”

JAR 25.611 可达性措施/ JAR 25.611 “Accessibility provisions”

JAR 25.631 鸟撞伤害/ JAR 25.631 “Bird strike damage”

JAR 25.671 (b)(c) 操纵系统: 总则/ JAR 25.671 (b)(c) “Control systems: general”

JAR 25.672 增稳系统及自动和带动力的操纵系统/ JAR 25.672 “Stability augmentation and automatic

JAR 25.677 (b) 配平系统/ JAR 25.677 (b) “Trims systems”

JAR 25.699 升力和阻力装置指示器/ JAR 25.699 “Lift and drag device indicator”

JAR 25.703 起飞警告系统/ JAR 25.703 “Take-Off warning systems”

JAR 25.729 (e) 收放机构/ JAR 25.729 (e) “Retracting mechanism”

JAR 25.771 (a)(c)(e) 驾驶舱/ JAR 25.771 (a)(c)(e) “Pilot compartment”

JAR 25.773 (a)(d) 驾驶舱视界/ JAR 25.773 (a)(d) “Pilot Compartment View”

JAR 25.777 (a)(c)(b)(d)(e)(f): 驾驶舱操纵器件/ JAR 25.777 (a)(c)(b)(d)(e)(f): « Cockpit controls »

JAR 25.783 (e) 舱门/ JAR 25.783 (e) “Doors”

JAR 25.789(a): 客舱和机组舱以及厨房中物件的固定/ JAR 25.789(a): “Retention of items of mass in passenger and crew compartments and galleys”

JAR 25.791(a)(b): 旅客通告标示和标牌/ JAR 25.791(a)(b): “Passenger information signs and placards”

JAR 25.812(f): 应急照明/ JAR 25.812(f): “Emergency lighting”

JAR 25.841(b)(5)(b)(6) 增压座舱/ JAR 25.841(b)(5)(b)(6) “Pressurised cabins”

JAR 25.863 (c) 可燃液体的防火/ JAR 25.863 (c) “Flammable fluid fire protection”

JAR 25.869 (a) 系统防火—电气系统设备/ JAR 25.869 (a) “Fire protection: systems - Electrical system components”

JAR 25X899 电气屏蔽和保护/ JAR 25X899 “Electrical bonding and protection”

JAR 25.903 (d)(2): 发动机/ JAR 25.903 (d)(2): « Engines »

JAR 25.1141(a)(f): 动力装置的操纵器件: 总则/ JAR 25.1141(a)(f): « Powerplant controls-General »

- JAR 25.1145 (a) (b) 点火开关/ JAR 25.1145 (a) (b) “Ignition switches”
- JAR 25.1203 (b) (2) (b) (3) (d): 火警探测系统/ JAR 25.1203 (b) (2) (b) (3) (d): « Fire-detector system »
- JAR 25.1301: 功能和安装/ JAR 25.1301: « Function and Installations »
- JAR 25.1303: 飞行和导航仪表/ JAR 25.1303: « Flight and Navigation Instruments »
- JAR 25.1305: 动力装置仪表/ JAR 25.1305: « Powerplant Instruments »
- JAR 25.1307 (c) (d) (e): 其他设备/ JAR 25.1307 (c) (d) (e): « Miscellaneous equipments »
- JAR 25.1309: 设备、系统及安装/ JAR 25.1309: « Equipment, systems and installations »
- JAR 25X1315: 负加速/ JAR 25X1315: « Negative acceleration »
- JAR 25.1316: 系统闪电防护/ JAR 25.1316: « System lightning protection »
- JAR 25.1321: 布局 and 能见度/ JAR 25.1321: « Arrangement and visibility »
- JAR 25.1322: 警告灯、戒备灯和提示灯/ JAR 25.1322: « Warning, Caution and advisory lights »
- JAR 25.1323: 空速指示系统/ JAR 25.1323: « Airspeed indicating system »
- JAR 25.1325(a) (c) (d) (e) (f) (g): 静压系统/ JAR 25.1325(a) (c) (d) (e) (f) (g): « Static pressure systems »
- JAR 25.1326: 空速管加温指示系统/ JAR 25.1326: « Pitot heat indication systems »
- JAR 25.1327: 磁航向指示器/ JAR 25.1327: « Magnetic direction indicator »
- JAR 25X1328: 航向指示器/ JAR 25X1328: « Direction indicator »
- JAR 25.1329: 自动驾驶仪系统/ JAR 25.1329: « Automatic pilot system »
- JAR 25.1331: 使用能源的仪表/ JAR 25.1331: « Instruments using a power supply »
- JAR 25.1333: 仪表系统/ JAR 25.1333: « Instrument systems »
- JAR 25.1335: 飞行指引系统/ JAR 25.1335: « Flight director systems »
- JAR 25.1337(b) (d): 动力装置仪表/ JAR 25.1337(b) (d): « Powerplant instruments »
- JAR 25.1351: 电气系统和设备—总则, 已接受 FAR25.1351 修正案 41 修订/ JAR 25.1351: «Electrical systems and equipment - General » Reversion to FAR 25.1351 Amdt 41 accepted.
- JAR 25.1353: 电气设备及安装, 已接受 FAR25.1353 修正案 42 修订/ JAR 25.1353: « Electrical equipment and installations » Reversion to FAR 25.1353 Amdt 42 accepted.
- JAR 25.1355: 配电系统, 已接受 FAR25.1355 修正案 38 修订/ JAR 25.1355: “Distribution system” Reversion to FAR 25.1355 Amdt 38 accepted
- JAR 25.1357: 电路保护装置/ JAR 25.1357: « Circuit protective devices »
- JAR 25X1360 伤害预防/ JAR 25X1360 “Precautions against injury”
- JAR 25.1381 仪表灯/ JAR 25.1381 Instrument Lights
- JAR 25.1419 (c) 防冰/ JAR 25.1419 “Ice protection”
- JAR 25.1431 电子设备/ JAR 25.1431 Electronic Equipment
- JAR 25.1435 (a) (2) 液压系统/-JAR 25.1435 (a) (2) “Hydraulic systems”
- JAR 25.1457 驾驶舱录音机/ JAR 25.1457 “Cockpit voice recorders”
- JAR 25.1459 飞行记录器/ JAR 25.1459 “Flight recorders”
- JAR 25.1501 (b) (c) 使用限制和资料—总则/ JAR 25.1501 (b) (c) “General”
- JAR 25.1523 最小飞行机组/ JAR 25.1523 “Minimum flight crew”
- JAR 25X1524 系统和设备限制/ JAR 25X1524 Systems and equipment limitations
- JAR 25.1529 持续适航文件/ JAR 25.1529 Instructions for Continued Airworthiness
- JAR 25.1541 标记和标牌—总则/ JAR 25.1541 “Markings and placards - General”
- JAR 25.1543 (b) 仪表标记: 总则/ JAR 25.1543 (b) Instrument Markings: General
- JAR 25.1545 空速限制信息/ JAR 25.1545 Airspeed limitation information
- JAR 25.1547 磁航向指示器/ JAR 25.1547 Magnetic Direction Indicator
- JAR 25.1549 动力装置仪表/ JAR 25.1549 Powerplant Instruments
- JAR 25.1551 滑油油量指示器/ JAR 25.1551 “Oil quantity indicator”
- JAR 25.1553 燃油油量表/ JAR 25.1553 “Fuel quantity indicator”
- JAR 25.1555 操纵器标记/ JAR 25.1555 “Control and markings”
- JAR 25.1563 空速标牌/ JAR 25.1563 “Airspeed placards”

JAR 25.1581 飞机飞行手册—总则/ JAR 25.1581 “Aeroplane flight manual - General”
JAR 25.1585 (a) (b) (d) (e) 使用程序/ JAR 25.1585 (a) (b) (d) (e) “Operating procedures”
JAR 25A1141 (a) (d) 辅助动力装置操纵器件：总则/ JAR 25A1141 (a) (d) “APU controls: general”
JAR 25A1305 所有辅助动力装置—辅助动力装置仪表/ JAR 25A1305 “All APUs - APU instrument”
JAR 25A1549 所有辅助动力装置—辅助动力装置仪表/ JAR 25A1549 “All APUs - APU instruments”
JAR25A1551 所有辅助动力装置—滑油油量指示器/ JAR25A1551 “All APUs - Oil quantity indicator”

• 专用条件/Special Conditions:

F-06 EGPWS 适航批准（根据基本的 F900EX）

F-06 EGPWS Airworthiness Approval (from basic F900EX)

F-21 电气备用仪表系统（根据基本的 F900EX）

F-21 Electronic Stand-by Instrument system (from basic F900EX)

F-1106 HIRF 保护

F-1106 Protection against HIRF

F-1123 人为因素要求

F-1123 Requirements for Human Factors.

• 豁免：无/Exemptions: None

• 等效安全：/Equivalent Safety Findings:

D-1115: 升力和阻力装置指示器

D-1115: Lift and Drag Devices Indicator

E-1103: 动力装置仪表—机舱标记

E-1103: Powerplants instrument - Cabin Markings

F-1136: Honeywell Primus EPIC, 结合组件航电系统（符合各自的保护要求），JAR 25.1357 (e) 和 JAR 25.1309

F-1136: Honeywell Primus EPIC Integrated Modular Avionics system (compliance with requirements for individual protection) ; JAR 25.1357 (e) and JAR 25.1309

4.5.2 技术特点和运行限制/ Technical Characteristics and Operational Limitations

4.5.2.1 型号设计定义/Type Design Definition

F900EX EASy 的设计不是一个新的型别设计。F900EX EASy 是一个商业构型飞机，进行过下列改装：

F900EX EASy designation does not correspond to new model designation. F900EX EASy is a commercial designation for airplanes on which the following modifications have been applied:

第一步/Step 1: M3083, M2862, M2861, M2963, M2823.

第二步/Step 2: M3795, M3784

第三步/Step 3: M3876, M3706

M3083-01-102 (DGT 97670) - F900EX EASy Drawing 清单

M3083-01-102 (DGT 97670) - F900EX EASy Drawing List

4.5.2.2 设备/Equipment

M3083-01-101 (DGT98284) - F900EX EASy 设备清单

M3083-01-101 (DGT98284) - F900EX EASy Equipment List

4.5.2.3 全天候能力/ All weather Capability

如果按照飞行手册 DGT84972 运行，要满足 Cat I。

Cat I provided the aircraft is operated according to Flight Manual DGT84972

如果按照飞行手册 DGT84972 附件 2 运行，要满足 Cat II。

Cat II provided the aircraft is operated according to Flight Manual DGT84972 Annex 2

HUD Cat I (M3090, M3968).

HUD Cat 2/3 (M3725 EASY 步骤 2 和 M5089 EASY 步骤 3)。

HUD Cat 2/3 (M3725 EASY Step2 and M5089 EASY Step3) .

4.5.3 运行和服务指南/Operating and Service Instructions

飞机飞行手册: 文件 DGT84972

- Airplane Flight Manual: Document DGT84972
- 维修手册/Maintenance Manual

适航限制清单列在经批准的 DGAC 中的推荐维修程序和 TBO' s, 维修手册 (DGT620) 的 5-40-00 章节。

Airworthiness limitations are listed in the DGAC approved recommended maintenance schedules and TBO' s, Chapter 5-40-00 of the Maintenance Manual (DGT620)

- 各种声明/Various statements

F900EX EASy 版本符合: /The F900EX EASy version is compliant to:

飞机按相关飞机飞行手册运行, 要满足 RNP RNAV, P-RNAV, B-RNAV, RNP 10, NAT MNPS, GPS 主要要求。

-RNP RNAV, P-RNAV, B-RNAV, RNP 10, NAT MNPS, GPS primary means provided the airplane is operated in accordance with associated Airplane Flight Manual.

CVR (JAR-OPS1) 要求 (2 小时). /CVR (JAR-OPS1) requirements (2 hours).

飞机按相关飞机飞行手册运行, 要满足 RVSM 要求。

-RVSM requirements provided the airplane is operated in accordance with Airplane Flight Manual.

飞机按相关飞机飞行手册运行, 要满足 EGPWS (JAR-OPS 1 § 665) 要求。

-EGPWS (JAR-OPS 1 § 665) provided the airplane is operated in accordance with the associated Airplane Flight Manual.

飞机按相关飞机飞行手册运行, 要满足 TCAS II 第 7 次修订 (JAR OPS 1 § 668) 要求。

-TCAS II change 7 (JAR OPS 1 § 668) provided the airplane is operated in accordance with the associated Airplane Flight Manual.

4.6 Falcon 900DX 版本/Falcon 900DX version

F900D 的设计不是一个新的型别设计。F900DX 是 F900EX 飞机的一个商业构型, 进行过下列改装:

F900DX designation does not correspond to new model designation. F900DX is a commercial designation for F900EX airplanes on which the following modifications have been applied:

- 改装主 1 级: M4000/ Modification Major Level 1: M4000.
- 改装主 2 级: M3876, M5046, M3755, M2823/ Modification Major Level 2: M3876, M5046, M3755, M2823.

4.6.1 审定基础/Certification Basis

参考批准的 EASA 审定日期..... 2003 年 6 月 20 日

Reference Application Date for EASA Certification: June 20th, 2003

EASA 审定日期 (JAA 建议) 2005 年 10 月 21 日

EASA Certification Date (JAA recommendation): October 21th, 2005

EASA 审定基础:

EASA Certification Basis:

M3876, M5046, M3755 和 M2823 改装属于主 2 级非重要更改。M4000 改装属于主 1 级非重要更改

Modifications M3876, M5046, M3755, and M2823 are Major Level 2 Non Significant Changes.

Modification M4000 is Major Level 1 Non-Significant Change.

这些改装对运行要求没有影响。保留原始 F900EX 型号审定的修订案级别和大部分近期重大修改 (M3083 EASy)

These modifications have no impact on applicable requirements. Amendment levels from original F900EX type certification and most recent significant change (M3083 EASy) are retained.

- 专用条件: 无/Special Conditions: None
- 豁免: 无/Exemptions: None

- 等效安全: 无/Equivalent Safety Findings: None

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

4.6.2.1 型号设计定义/ Type Design Definition

F900DX 飞机进行了下列改装: / F900DX airplane have received modifications:

M3876: F900EX EASY 步骤 3/M3876: F900EX EASY Step 3

M5046: FQMC 1-6

M3755: 去除后舱火警探测 Rear compartment Fire detection deletion /M3755: Rear compartment Fire detection deletion

M2823: 电充气式氧气控制器/M2823: Electro pneumatic oxygen controller

M4000: F900DX 定义 /M4000: Definition of F900DX

设备: 见上述的改装 Equipment: See modifications here above.

4.6.2.2 燃油容量/Fuel capacity

可用燃油/USABLE FUEL	公升 Liters	公斤 Kg (*)	加仑 US gallons	磅 lbs(*)
左翼和半中翼内油箱/Left wing and half center wing box	3423	2749	904	6060
右翼和半中翼内油箱/Right wing and half center wing box	3439	2762	908	6088
后油箱/Rear tank	1945	1562	514	3443
前油箱/Front tank	1833	1472	484	3245
总可用量/TOTAL USABLE	10640	8545	2810	18836

每台发动机总燃油量/TOTAL FUEL PER ENGINE	公升 Liters	公斤 Kg (*)	加仑 US gallons	磅 lbs(*)
左回路/Left circuit	3423	2748	856	6060
右回路/Right circuit	3439	2762	909	6090
中回路/Center circuit	3773	3030	997	6680
总燃油量/TOTAL FUEL	10636	8541	2811	18830

总不可用燃油: 67 千克/Total unusable fuel: 67kg

4.6.2.3 最大重量/ Maximum weight

经过 M4000 改装/ With M4000	重量/Weight	
	千克/kg	磅/lbs
最大零燃油/Maximum zero fuel	14,000	30,864
最大着陆/Maximum landing	19,142	42,200
最大起飞/Maximum takeoff	21,183	46,700
最大停机坪/Maximum ramp	21,273	46,900
最小飞行/Minimum flight	9,390	20,700

4.6.3 运行和服务指南/Operating and Service Instructions

飞机飞行手册: 文件 DGT84972 (包括附录 9)

- Airplane Flight Manual: Document DGT84972 (with Supplement 9 included)

- 维修手册/Maintenance Manual

适航限制清单列在经批准的 DGAC 中的推荐维修程序和 TBO' s, 维修手册的 5-40-00 章节, 文件 DGT620。

Airworthiness limitations are listed in the DGAC approved recommended maintenance schedules and TBO' s, Chapter 5-40-00 of the Maintenance Manual, document DGT620

- 各种声明/Various statements

F900DX 版本符合: /The F900DX version is compliant to:

飞机按相关飞机飞行手册运行, 要满足 RNP RNAV, P-RNAV, B-RNAV, RNP 10, NAT MNPS, GPS 主要要求。

-RNP RNAV, P-RNAV, B-RNAV, RNP 10, NAT MNPS, GPS primary means provided the airplane is operated in accordance with associated Airplane Flight Manual.

CVR (JAR-OPS1)要求 (2 小时)./CVR (JAR-OPS1) requirements (2 hours).

飞机按相关飞机飞行手册运行, 要满足 RVSM 要求。

-RVSM requirements provided the airplane is operated in accordance with Airplane Flight Manual.

飞机按相关飞机飞行手册运行, 要满足 EGPWS (JAR-OPS 1 § 665)要求。

-EGPWS (JAR-OPS 1 § 665) provided the airplane is operated in accordance with the associated Airplane Flight Manual.

飞机按相关飞机飞行手册运行, 要满足 TCAS II 第 7 次修订 (JAR OPS 1 § 668)要求。

-TCAS II change 7 (JAR OPS 1 § 668) provided the airplane is operated in accordance with the associated Airplane Flight Manual.

4.7 Falcon 900LX 版本/Falcon 900LX version airplanes

F900LX并非是一个新的型号设计。它是F900EX EASy飞机经过M5281和M5535改装后的一个商业名称./F900LX designation does not correspond to new model designation. F900LX is a commercial designation for F900EX EASy airplanes on which the following modifications M5281 and M5535 have been applied.

4.7.1 审定基础/Certification basis

申请EASA审定的日期/Application date for EASA certification.....September 14, 2006
EASA审定日期/EASA certification date.....July 7, 2010

EASA审定基础/EASA certification basis:

M5281为主1级重要更改/Modification M5281 is classified major change level 1 significant.

在EASA审定日期适用的适航标准为CS25部第一次修订/The applicable airworthiness standard at the EASA application date is CS25 amendment 1.

F900LX的审定基础定义在CRI A-01中, 包含以下/The certification basis of the F900LX are defined in the CRI A-01 and consist of the following:

A) EASA 《强制》适航标准, 于2006年9月14日生效/The EASA « Mandatory » airworthiness standards that are effective on the reference date (September 14, 2006):

CS25部第一次修订和CS AWO首次发布/CS 25 amendment I and CS AWO initial issue
除了/Except

以下段落为EASA接受的复原到一个早期的修订以应用于PART 21A1 01 (b) /The following paragraphs for which EASA accept reversion to an earlier amendment in application to PART 21A1 01 (b)

a) FAR25部第0次修订/FAR 25 paragraphs at amendment 0
25.109, 25.1093

b) FAR25部第11次修订/FAR 25 paragraphs at amendment 11
25.939, 25.1141 (except (a) and (f))

c) FAR25部第38次修订/FAR 25 paragraph at amendment 38
25.161, 25.933

d) FAR25部第56次修订/FAR 25 paragraphs at amendment 56
25.361 to 25.365, 25.399 to 25.409, 25.495 to 25.511, 25.561, 25.563, 25.621, 25.655, 25.657, 25.675, 25.679 to 25.681, 25.685 to 25.697, 25.701, 25.721, 25.723, 25.731 to 25.745, 25.772, 25.773(b)(c), 25.775, 25.779, 25.783 (except (e)), 25.785, 25.787, 25.793, 25.801 to 25.811, 25.812 (except (f)), 25.813 to 25.833, 25.841 (except (b)(5)(6)), 25.843 to 25.859, 25.863 (except (c)), 25.871, 25.875, 25.901 (except (c)), 25.903 (except (d)(2)), 25.905 to 25.929, 25.934, 25.937, 25.941 to 25.961, 25.963 (except (e)), 25.965 to 25.994, 25.999 to 25.1017, 25.1021 to 25.1027, 25.1041, 25.1043 to 25.1091, 25.1103 to 25.1127, 25.1143, 25.1145(c), 25.1149 to 25.1165, 25.1181 to 25.1201, 25.1207, 25.1337 (except (b)(cf)), 25.1363, 25.1383, 25.1403 to 25.1415, 25.1421, 25.1433, 25.1435 (except (a)(2)) to 25.1455, 25.1461, 25.1503 to 25.1521, 25.1525, 25.1527, 25.1531, 25.1533, 25.1557, 25.1561,

25.1583, 25.1587

e) JAR25部第13次修订 + OF 90/1/JAR 25 paragraphs at change 13 + OF 90/1

25.901(c), 25.963(e), 25.997, 25.1019, 25.1041(f), 25.1167

f) JAR25部第14次修订/JAR 25 paragraphs at JAR 25 change 14

25.1 to 25.33, 25.101 (except (g)), 25.103, 25.105, 25.107, 25.111, 25.115, 25.143(f), 25.147, 25.171 to 25.175, 25.181, 25.231, 25.233, 25.235, 25.237, 25.253, 25.261, 25.1351, 25.1353, 25.1419, 25.1435(a)(2)

g) JAR25部第14次修订加上橙皮书96/1/JAR 25 paragraphs at change 14 plus Orange Paper 96/1

25.113, 25.119, 25.121, 25.125, 25.145, 25.149, 25.177, 25.201, 25.203, 25.207, 25.671, 25.671, 25.672, 25.677, 25.699, 25.703, 25.729(e), 25.771, 25.773(a),(d), 25.783(e), 25.789, 25.791, 25.812(f), 25.841 (b)(5)(b)(6), 25.863(c), 25.869, 25.899, 25.903(d)(2), 25.1 141(a)(f), 25.1 145(a)(b), 25.1203, 25.1301, 25.1303, 25.1305, 25.1307, 25.1309, 25.1315, 25.1321 to 25.1335, 25.1 337(b)(d), 25.1355 to 25.1360, 25.1381, 25.1457, 25.1459, 25.1501, 25.1523, 25.1529, 25.1541 to 25.1555, 25.1563, 25.1585, subpart J

h) CS 25 amendment 1

未保留25.562, 25.1362, 25.1436, 25.1591/25.562, 25.1362, 25.1436, 25.1591 are not retained

j) JAR AWO change 2

噪声、燃油排放等环境要求/Environmental requirements for noise, fuel venting and emissions
CS36部和CS34部首次发布/CS 36 initial issue and CS 34 initial issue

B) 专用条件发布, 因为产品与基于适用的CS25部的设计规范相比具有新颖或独特的设计特征
(EC 1702/2003 part 21 .A1 6(a)(1)) /Special conditions issued because the product has novel or unusual design features relative to the design practices on which the applicable CS 25 are based (EC 1702/2003 part 21 .A1 6(a)(1))

F-06	EGPWS 适航批准 /EGPWS Airworthiness Approval	
F-21	电子支持工具系统 / Electronic stand-by instrument system (MEGGITT)	
F-1 106	HIRF防护/Protection against HIRF	INT/POLI25/2 issue 2
F-1143	增强的飞行视景系统 /Enhanced Fligh Vision System (EFVS)	

C) 专用条件发布, 因为产品预期的使用是非传统的(EC 1702/2003 part 21 .A16 (a)(2)) /Special conditions issued because the intended use of the product is unconventional (EC 1702/2003 part 21 .A16 (a)(2))

无/None

D) 专用条件发布, 因为来自其它产品的经验表明可能会形成不安全的状态(EC 1702/2003 part 21 .A1 6 (a)(3))/Special conditions issued because experience from other products has shown that unsafe conditions may develop (EC 1702/2003 part 21 .A1 6 (a)(3))

S-01	反推审定政策/Thrust reverser certificatin policy	
	飞行在41000和51000之间的专用条件/Special condition for flight between 41,000 and 51,000	DGAC 信件 54-063 SFACT/TC, 签署于1985年10月28日/DGAC letter 54-063 SFACT/TC dated October 28, 1985
F-1123	人为因素要求/Requirement for human factors	INT/POL/25/14 版本 2 /INT/POL/25/14 issue 2

E) 专用条件发布来自于申请人自愿符合NPA或其它规章建议/Special conditions issued from an elect to comply by the applicant with NPA or other regulatory proposals

F-1117	Head-up Guidance system	JAR AWOG HUDS 901,902 和903
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F) 自愿符合/Elect to Comply

CS36部第2次修订/CS36 amendment 2

ICAO附件16第1卷第4章和ICAO ETM 文档9501/ICAO Annex 16 Volume 1 Chapter 4 and ICAO ETM Doc 9501

G) 等效安全/Equivalent safety

D-1115	升力和拉力装置指示器/Lift and Drag Device Indicator
E-1103	动力装置仪表-颜色标记 Powerplant instruments-Color markings
F-1136	Honeywell PRIMUS EPIC综合模块化航电系统 /Honey PRIMUS EPIC intergrated modular avionics system

H) 偏离/Deviations:

无/None

4.7.2 技术特点和运行限制/Technical Characteristics and Operational Limitation

下面仅描述了受改动影响的条目/Only the paragraphs impacted by the change are described here below.

4.7.2.1 型号设计定义/Type Design Definition

只有在达索POA下的新的F900EX EASy飞机才实施了M5281关于翼梢小翼和M5535关于缝翼的改装, 尚无服务通告计划改进服役中的飞机/Only new aircraft F900EX EASy manufactured under the DASSAULT AVIATION POA are fitted with winglets under M5281 and new slats under M5535 modifications. No Service Bulletin is planned for retrofit of aircraft in service.

F900EX EASy 飞机已在生产线上实施以下改装/F900EX EASy airplanes have received the following modifications on the production line:

- M5281 安装翼梢小翼/Winglet installation
- M5250 - AGM退化的简单处理（首要必备但与小翼安装无关）/Easy treatment of AGM obsolescence(prerequisite but not linked to winglet installation)
- M5535 外部缝翼安置适应/External Slats setting adaptation
- M5487 机身增强/Fuselage reinforcement
- M5583 针对小翼安装的全性能（包括机翼增强）/Full capabilities for Winglets installations (includes wing reinforcement),
- M5454 副翼轴承#1改动/Aileron bearing #1 change
- M5532 导向转子性能/Guiding roller capabilities
- M5155 EASy第2阶段的线路规定/Wiring provision for EASy Phase 2
- M5605 副翼操纵杆装配演化/Aileron Control Rod Assy Evolution

4.7.2.2 尺寸/Dimensions

长度/Length	20,2m
翼展/Span	21,38m
高度/Height	7,5m
主起落架之间的距离/Distance between main landing gears	4,45m

4.7.2.3 全天候能力/All weather capability:

如果按照飞行手册DGT84972运行, 要满足Cat I /Cat 1 provided the aircraft is operated according to Flight Manual DGT84972

如果按照飞行手册DGT84972运行, 要满足Cat II /Cat 2 provided the aircraft is operated according to Flight Manual DGT84972

4.7.3 运行和服务指南/Operating and Service Instructions

- 飞机飞行手册/Airplane Flight Manual:

文件DGT 84972（包含补充n° 6） Document DGT 84972 (with supplement n° 6 included)

- 维护指南和适航限制/Maintenance Instructions and Airworthiness limitations

适航限制（寿命限制部件和所要求的维护/检查）列在EASA批准的维护手册参考的DGT113875 AMM第5.4节/Airworthiness limitations (life limited airframe components and required maintenance/inspections) are listed in the AMM Chapter 5.40 referenced DGT113875 of the maintenance manual approved by EASA.

- 各种声明/Various statements:

F900LX飞机适用于/The F900LX version is compliant to:

- 飞机按相关飞机飞行手册运行, 要满足 RNP RNAV, P-RNAV, B-RNAV, RNP 10, NAT MNPS, GPS 主要要求/RNP RNAV, P-RNAV, B-RNAV, RNP 10, NAT MNPS, GPS primary means provided the airplane is operated in accordance with associated Airplane Flight Manual.
- CVR (JAR-OPS1) 要求 (2 小时)/CVR (JAR-OPS1) requirements (2 hours).
- 飞机按相关飞机飞行手册运行, 要满足RVSM要求/RVSM requirements provided the airplane is

operated in accordance with Airplane Flight Manual.

○飞机按相关飞机飞行手册运行, 要满足EGPWS (JAR-OPS 1 § 665)要求/EGPWS (JAR-OPS 1 § 665) provided the airplane is operated in accordance with the associated Airplane Flight Manual.

○飞机按相关飞机飞行手册运行, 要满足TCAS II 第7次修订 (JAR OPS 1 § 668)要求/TCAS II change 7 (JAR OPS 1 § 668) provided the airplane is operated in accordance with the associated Airplane Flight Manual.

5. 注释/NOTES

注释 1/NOTE 1

- a) 一份最近的重量和平衡报告, 包含了审定的空重设备清单和从航空器最初审定时开始一直必须执行的装载指令(性能手册 - Section 2)。
A current weight and balance report, including the list of the certified empty weight equipment and the loading instructions (Performance Manual - Section 2) must be carried in the aircraft at all times from the moment the aircraft is originally certified.
- b) 航空器的装载必须以某种方式完成, 在考虑了机组和乘客的移动和燃油消耗和转换成载荷后, 还要保证重心在其特定的限制范围内。
Loading of the aircraft must be accomplished in a manner that always maintains the center of gravity within the specified limits considering crew and passenger movements as well as fuel consumption and transfer.
- c) 不可用燃油必须包含在航空器空重内, 且当不可用燃油量为零时燃油量指示必须为零。
The weight of unusable fuel must be included in the aircraft empty weight and the fuel quantity indicators must read zero when the usable fuel quantity is zero.
- d) 油箱和管道重的所有不可用滑油 (Mystere-Falcon : 50 25.66 kg, Mystere-Falcon 900: 33.39 kg , Falcon 900EX : 18,82 kg) 必须包括在航空器空重中。
The total weight of unusable oil in the tanks and lines (25.66 kg for the Mystere-Falcon 50, 33.39 kg for the Mystere-Falcon 900 and 18,82 kg for the Falcon 900EX) must be included in the aircraft empty weight.
- e) 液压油的总重 (48 kg) 必须包括在航空器空重中。
The total weight of hydraulic fluid (48 kg) must be included in the aircraft empty weight.

注释 2/NOTE 2

- a) 如果使用了一种不同种类的燃油或燃油混合体, 发动机计算机必须做出相应调整 (为了调整计算机算法以适用于所用燃油密度) 以使发动机在启动、加速和减速时的特点保持一致
If a different type of fuel, or a mixture of fuels, is used, the engine computer must be adjusted (in order to adapt the computer to the density of the fuel used) so as to preserve the starting, acceleration and deceleration characteristics of the engine.
- b) 依照 Air 3652、MIL.I.27686 D 或 E, (JP4 and JP8)、MIL.I.8570 (JP5) 或其等效文件批准的防冰添加剂, 其体积在数量上可上升 0.15 %。
The use of anti-ice additive conforming to Air 3652 or MIL.I.27686 D or E, (JP4 and JP8) or MIL.I.8570 (JP5) or equivalent, is approved in amounts up to 0.15 % by volume.
- c) 如果浓度不超过下列标准, 防静电添加剂可批准用于燃油中:
- SHELL ASA 3: 百万分之一
- STADIS 450: 百万分之三
SOHIO Biobor JF biocide 添加剂或其等效物质, 如果浓度不超过百万分之二百七十, 可批准用于燃油中。
The use of an anti-static additive is approved for use in the fuel provided concentration do not exceed
- 1 part per million for SHELL ASA 3.
- 3 parts per million for STADIS 450.
SOHIO Biobor JF biocide additive, or equivalent, is approved for use in the fuel at a concentration not to exceed 270 parts per million.

注释 3/NOTE 3

- a) ALLIEDSIGNAL ENGINES 服务信函中依照 Specification EMS 53 110, Class B, Type 2 给出了滑油的商标名。

ALLIEDSIGNAL ENGINES Service Information letters give brand names of oils conforming to Specification EMS 53 110, Class B, Type 2.

- b) 经批准的用于辅助动力装置 (APU) 中滑油的商标名列在了维护手册 GTCP 36-100A & GTCP 36-150 (F) APU's 中。

Brand names of oils approved for use in the Auxiliary Power Unit are listed in the Maintenance Manuals of the GTCP 36-100A and GTCP 36-150 (F) APU's.

注释 4/NOTE 4

客舱内设必须符合 DASSAULT AVIATION 用于要求客舱内设完成的通用规范, 同时符合文件 DTM 802-30 (对 MYSTERE-FALCON 50 飞机) 和 DTM 20-167 (对 MYSTERE-FALCON 900 和 Falcon 900EX) 的要求。这些规范主要覆盖了突风和强迫着陆载荷系数要求。

The cabin interior arrangements must be in compliance with the DASSAULT AVIATION general specifications for cabin interior completion, and are covered by the document DTM 802-30 for MYSTERE-FALCON 50 airplane and DTM 20-167 for MYSTERE-FALCON 900 and Falcon 900EX. These specifications mainly cover the gust and forced landing load factors.

注释 5/NOTE 5

MYSTERE-FALCON 50, MYSTERE-FALCON 900, FALCON 900EX 和 FALCON 900DX 的审定噪声分别标注在各型号的飞行手册中。

The MYSTERE-FALCON 50, MYSTERE-FALCON 900, FALCON 900EX and FALCON 900DX certified noise levels are specified in the Airplane Flight Manual of each model.

注释 6/NOTE 6

1990 年 6 月制造商 (AMD-BA: Avions Marcel Dassault - Breguet Aviation) 更名了, 新名为 Dassault Aviation, 现在所有文件和飞机标牌都用了新名, 但用旧名的文件仍然有效。

On June 19th 1990 the name of manufacturer (AMD-BA: Avions Marcel Dassault - Breguet Aviation), has been changed. The new name, Dassault Aviation is now used on all documents and airplanes nameplates. However documents where old name still appear are valid.

注释 7/NOTE 7

1991 年 12 月 12 日 DGAC 交付了生产协议 N° P05, JAR 21 G 1997 年 12 月 22 日交付了生产协议 N° F.G.006, 2004 年 9 月 24 日 EASA 交付了生产协议 n°FR.21G.0006。

Production agreement N° P05 was delivered by DGAC on December 12, 1991 then JAR 21 G Production Agreement N° F.G.006 on December 22, 1997, then EASA production agreement n°FR.21G.0006 on September 24th, 2004.

因此/Consequently:

a - Mystère Falcon 50 飞机 S/N 226 及以上, 都是按照以上其中的一种协议生产的。

a - Mystère Falcon 50 airplanes S/N 226, and beyond, are produced in the scope of one of these agreements.

b - Mystère Falcon 900 飞机 S/N 100 ; 106; 112 及以上, 都是按照以上其中的一种协议生产的。

b - Mystère Falcon 900 airplanes S/N 100 ; 106 ; 112 and beyond, are produced in the scope of one

of these agreements.

c - Falcon 900EX 所有序列号的飞机都是按照以上其中的一种协议生产的。

c - Falcon 900EX airplanes, all serial numbers, are produced in the scope of one of these agreements.