

THE VALIDATION DATA SHEET

日期/date: 2024 年 12 月 31 日

This Data Sheet which is part of Type Certificate (No. VTC0276A) prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulation. (See Note 1)

Gulfstream Aerospace LP
P.O. Box 1036
Airport City
7019900, Israel

有效页清单/List of effective pages :

[illegible]

目录 / Contents

第 1 部分/SECTION 1: 概述/GENERAL(所有型别/ALL MODELS).....	3
第 2 部分/SECTION 2: G280.....	5
I. 总则/General.....	5
II. 认可审定基础/Validation Certification Basis	5
III.技术特征和运行限制/Technical Characteristics and Operational Limitations.....	5
IV. 注释/Notes	11

第 1 部分 概述（所有型别）

SECTION 1 GENERAL(ALL MODELS)

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

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

	中国民用航空局认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and issuance Date	型号合格证数据单号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance Date
当前/ Current	VTC0276A, Rev 4, 2024.12.31	No.A7IL Rev 8.AUG.15 2020
历史/ History	VTC0276A, Rev 3, 2019.7.9 VTC0276A, Rev 2, 2018.1.8 VTC0276A, Rev 1, 2017.3.16 VTC0276A, Rev 0, 2013.7.16	No.A7IL Rev 7.OCT.29 2017 No.A7IL Rev 6.Dec.04 2016 No.A7IL Rev 5.Dec.10 2015 No.A7IL Rev 1.Aug.30 2012

注：上表中出口国局方型号合格证数据单信息仅供参考

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

认可数据单修订记录/Change Record of the VTCDs

版次/ Revision	相对上一版的修订记录 Change Record	备注 Remark
版次 4/Rev 4	增加辅助动力装置 APU 的构型项信息，与 TCDS 保持一致。 Add the configuration information of APU, consist to TCDS rev 8.	
	在 AFM 章节中增加注释 14。 Add NOTE 14 in AFM section.	
	在“第一部分”中增加“认可数据单修订记录”内容。 Add the relevant content of “Change Record of the VTCDs” in “SECTION 1”.	
	在注释章节增加“注释 14”。 Add the “NOTE 14” in NOTES section.	

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

3.认可当局/Validation Authority: 中国民用航空局/CAAC
审定当局/Certifying Authority: 以色列民用航空局/CAAI

4.型号合格证持有人/Type Certificate Holder: Gulfstream Aerospace LP
P.O. Box 1036
Airport City
7019900, Israel

5.认可审定基础/Validation Certification Basis
CAAC 的认可审定基础由 CAAI 的审定基础（详见 CAAI 型号合格证数据单：编号 A7IL）和 CAAC 的附加技术条件组成。
The CAAC validation basis consists of the CAAI certification basis (refer to CAAI Type Certificate

Data Sheet No.A71L) and the CAAC additional technical conditions.

6.ETOPS:不适用/Not applicable

7.中国民用航空局附加技术条件/CAAC Additional Technical Conditions

交付到中国的每一架特定航空器须满足下述附加技术条件:

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

- (1) 必须符合 CAAI 颁布的所有适用的适航指令;
All applicable airworthiness directives (ADs) issued by the CAAI shall be complied with;
- (2) 高度测量组件应至少采用米制高度显示;
The altimeter measure unit shall be indicated in meter at least;
- (3) 必须确定符合“GB6537-2006 3 号喷气燃料”规范的燃料是可接受的;
The acceptance of fuel conforming the Specification GB6537-2006 “No.3 Jet Fuel” must be defined;
- (4) 标牌要求 (见注释 2) /Placard Requirements (See Note 2):
 - (a) 根据 CCAR21.29(5), 机上所有对旅客进行的提示、警告和通知的文字标记和标牌; 机上所有向旅客或机外营救人员指示应急出口和门的位置以及开启方法的文字标记和标牌; 旅客可能使用的机上所有应急设备的操作、使用说明应当至少有简体中文表述;
Per CCAR 21.29(5), all on-board placard and marking for awareness, warning, and note to the passenger; all on-board placard and marking for opening method and location indication of the emergency exit and door to passenger and outside rescuer; and all operational instructions for on-board emergency equipments possible operated by passengers shall be presented in Simplified Chinese at least;
 - (b) 中文字符的尺寸应满足 CCAR 25.811(e)(4)(iii) 款和 CCAR 25.812 条的要求;
The dimension of the Chinese characters shall comply with the provision of the CCAR 25.811(e)(4)(iii) and CCAR 25.812;
- (5) 在每一航空器上必须安装快速存储器(QAR)或具有快速存取记录器(QAR)功能的其它设备 (参考中国适航指令 CAD-97-MULT-38) ;(见注释 3)
Quick Access Recorder (QAR) or other equivalent equipment must be installed on each aircraft (reference to CAD97-MULT-38); (See Note 3)
- (6) 厕所垃圾箱灭火器所使用的灭火剂的要求 (参照 CAAC 适航指令 CAD2012-MULT-09)。(见注释 4)
The requirements about lavatory disposal receptacle Fire Extinguishing agent (reference to CAAC Airworthiness Directive CAD2012-MULT-09). (See Note 4)

第 2 部分/SECTION 2: G280

I.总则/General

1. 衍生型或型别/Variant or Model: G280 (见注释 5/See note 5)
2. 适航类别/Airworthiness Category: 运输类航空器/Transportcategory Aircraft
3. 型号合格证持有人/Type Certificate Holder: Gulfstream Aerospace LP
P.O. Box 1036
Airport City
7019900, Israel
4. CAAI 批准日期/CAAI Approved Date: 2012.08.30/Aug.30, 2012
5. CAAC 批准日期/CAAC Approved Date: 2013.7.16/Jul.16, 2013

II.认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 CAAI 的审定基础（详见 CAAI 型号合格证数据单：编号 A7IL 中的 G280 型别部分的审定基础）和 CAAC 附加技术条件组成。

The CAAC validation basis consists of the CAAI certification basis (refer to the certification basis of G280) in CAAI Type Certificate Data Sheet No.A7IL) and the CAAC additional technical conditions.

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

发动机/Engines: 两台霍尼韦尔 AS907-2-1G(涡扇)发动机 (FAA 发动机型号合格证编号: E00010LA, CAAI 型号合格证编号: IE242, CAAC 发动机型号认可证 VTC0249E (版次 3, 2017 年 12 月 19 日))
2Honeywell AS907-2-1G (Turbofan) Engines (FAA Engine Type Certificate No. E00010LA, CAAI Type Certificate: IE242, CAAC Validation Type Certificate No.VTC0249E (Revision 3, Dec. 19, 2017)).

辅助动力装置/APU: 一台霍尼韦尔 36-150 辅助动力装置
One(1) Honeywell 36-150:

燃油/Fuel: 符合如下规范的燃油为可接受:
EMS53111 (Jet A type)
EMS53112 (Jet A-1and JP-8 types)
EMS53116 (JP-5 type)
GB6537-2006 3 号喷气燃料(见适用的 CAAI 批准的飞机飞行手册)
Fuels conforming to:
EMS53111 (Jet A type)
EMS53112 (Jet A-1and JP-8 types)
EMS53116 (JP-5 type)
GB6537-2006 No.3 Jet Fuel (See the appropriate CAAI-approved Airplane Flight Manual).
are acceptable.

滑油/Oil: 符合霍尼韦尔公司标准 EMS53110, Type II
Conforming to Honeywell International Inc. Specification EMS53110, Type II.

燃油控制计算机/Fuel Control Computer:
由全权限数字电子控制系统实现燃油控制及动力管理
Fuel control and power management by a Full Authority
Digital Electronic Control (FADEC) system.

发动机限制/Engine Limits:
海平面静态推力, 磅
Static Thrust at Sea Level, lbs

- 最大连续/Maximum continuous 7,337 磅/7,337 lbs
- 最大起飞/Maximum Takeoff 7,765 磅, 至 31.7°C/7,765 lbs up to 31.7°C
- 正常起飞/Normal Takeoff 7,425 磅, 至 31.7°C/7,425 lbs up to 31.7°C

最大连续允许转子速度, % RPM (RPM)

Maximum Continuous Permissible Engine Operating Speeds
for the Engine Rotors, % RPM (RPM)

- 低压转子(N1)/Low pressure rotor (N1) 96.49% (9,800)
- 高压转子(N2)/High pressure rotor (N2) 97.97% (27,530)

最大允许涡轮间温度(ITT), °C

Maximum Interstage Turbine Temperature (ITT), °C

- 最大连续/Maximum Continuous 950
- 起飞(5 分钟)/Take-Off(5 minutes) 955
- 起动/During starting 随 N2 变化(见 AFM)
Varies with N2(see AFM)

滑油温度, °C/Oil Temperature, °C

- 最大连续 Maximum Continuous 5 to 138
- 起飞/Take-Off 154
- 起动(最小)/During starting (minimum) - 40

滑油压力(Psi)/Oil Pressure (PSI)

- 压力限制/Pressure limits 随 N2 变化(见 AFM)
Varies with N2(see AFM)

空速限制/Airspeed Limits:

Vmo/Mmo (最大使用速度)/Vmo/Mmo (Maximum Operating Speed):

- Vmo (最大使用/Max. Operating) S.L. 至 10,000 ft 300 KIAS
- Vmo 10,000 至 20,000 ft 300 - 330 KIAS
- Vmo 20,000 至 28,000 ft 340 KIAS
- Mmo 28,000 至 45,000 ft 0.85

Va (机动/Maneuvering)

- 20,000 ft 以下 215 - 225 KIAS
- 20,000 ft 至 35,000 ft 225 - 264 KIAS
- 35,000 ft 至 39,200 ft 264 KIAS
- 39,200 ft 至 45,000 ft 0.85

- Vfe (襟翼 10°) 250 KIAS
- Vfe (襟翼 20°) 220 KIAS
- Vfe (襟翼 LND) 180 KIAS
- Vle 和 Vlo (L/G 展开&运行速度) 195 KIAS
- Vmc 空中(ISA; 海平面) 97 KIAS
- Vmc 着陆(ISA; 海平面) 95 KIAS
- Vmc 地面(ISA; 海平面) 95 KIAS
- 主起落架轮胎地面速度限制 195 KTS
- 前起落架轮胎地面速度限制 182 KTS

重心范围/C.G. Range:

总重量/Gross Weight 前重心极限/Forward Limit 后重心极限/Aft Limit

(零燃油重量包线)/ (Zero Fuel Weight Envelope)	23,000 磅/lbs 28,000 磅/lbs 28,200 磅/lbs	30.50 % MAC 30.00 % MAC 30.00 % MAC	45.60 % MAC 45.60 % MAC 45.40 % MAC
--	--	---	---

(见注释 6/See Note 6)

点与点之间线性变化/Linear variation between points

基准/Datum: F.S. 0 位于飞机主门后框之前 221.77 英寸 (5.663 米) 处/
Fuselage Station 0 is located 221.77 inches (5.663 meters) forward of
aftframe of main entrance.

**平均气动弦长(MAC)/
Mean Aerodynamic
Chord (MAC):** 112.92 英寸 (2.868 米), 前缘位于 F.S.10305.
112.92 inches (2.868 meters) with leading edge at Fuselage Station 10305.

水平测量方法/ 纵向: 在机身站位 10534 (34 号框) 与飞机中心线平行的, 任一侧的座椅轨道
上水平放置

Leveling Means: Longitudinally: Place level on either seat rail at fuselage station 10534(frame
34)parallel to aircraft centerline

横向: 在机身站位 4518 (10 号框) 与飞机中心线垂直的, 驾驶舱地板的座椅轨道
上水平放置

Laterally: Place level on seat rail at cockpit floor fuselage station 4518 (frame
10) 90° to aircraft centerline.

最大重量(正常使用重量)/ Maximum Weights: (Normal Operating Weight)	- 停机坪总重/Ramp Gross Weight	39,750 磅/ lbs
	- 最大起飞重量/Maximum Take-Off Weight	39,600 磅/lbs
	- 最大着陆重量/Maximum Landing Weight	32,700 磅/ lbs
	- 最大零燃油重量/Maximum Zero Fuel Weight	28,200 磅/ lbs

**最小机组/
Minimum Crew:** 2(机长和副驾驶)/Two (Pilot and Copilot)

**最大乘客数/
Maximum Passengers:** 无(见注释 7)/None (See Note 7)

最大行李/ Maximum Baggage:	地板载荷/Floor load 120 lb/ft ²	<u>磅/lbs</u> 1980	<u>力臂/arm (米制)</u> 544.21 英寸 (13.82)
-----------------------------------	--	----------------------	---

**燃油容量(lbs)/
Fuel Capacity (lbs)** 所有油箱可用燃油总量(磅) 14,620/Total Usable Fuel All Tanks (lbs) 14,620
密度: 6.7 磅/US 加仑/Density: 6.7 lbs/US gallon

	LH 机翼 油箱/ LH WING TANK	LH 供油 箱/ LH FEED TANK	中央油箱 / CENTE R TANK	后油箱/ AFT TANK	前油箱/ FWD TANK	RH 供油箱/ RH FEED TANK	RH 机翼 油箱/ RH WING TANK
油箱容量(磅)/ Tank Capacity (lbs)	4377	540	2153	1132	1619	540	4377
油 箱 可 用 燃 油 (磅)/ Tank Usable Fuel (lbs)	4340	530	2140	1130	1610	530	4340
力臂, 英寸(米)/	441	439	396	541	322	439	441

Arm, inches (meters)	(11.20)	(11.15)	(10.05)	(13.75)	(8.20)	(11.15)	(11.20)
不可用燃油(磅)/ Unusable Fuel (lbs)	36.8	10.0	12.6	1.6	8.6	10.0	36.8
力臂, 英寸(米)/ Arm, inches (meters)	441 (11.20)	439 (11.15)	396 (10.05)	541 (13.75)	322 (8.20)	439 (11.15)	441 (11.20)

燃油系统/Fuel System

磅/lbs

不可用/Unusable:

- 可排放燃油/Drainable from tanks drain and lines 86.8

- 不可排放燃油/Undrainable (trapped in tanks and lines) 29.6

滑油容量/

Oil Capacity:

可用(磅)/Usable (lbs): 19.2 两侧发动机/ 19.2 for both engines combined

密度/Density: 8.14 磅/U.S.加仑/ lbs/U.S.gallon

最大使用高度/

Maximum Operating
Altitude:

45000 英尺/ft

其它运行限制/

Other Operating
Limitations:

飞机应按照 CAAI 批准的飞机飞行手册

中的运行限制和程序实施运行。(见注释 8,注释 9)

Aircraft shall be operated according to operating limitations and procedures specified in CAAI approved Airplane Flight Manual. (See Note 8,Note 9)

操纵面运动/ 操纵面/Surface

行程(后缘处)/Travel

容差/Tolerance

(at trailing edge)

Control Surface

Movements:

副翼/ Aileron

上/Up

15°

± 0.25°

下/Down

15°

± 0.25°

副翼配平/

上/Up

15°

±1°

Aileron Trim

下/Down

15°

±1°

副翼调整片/

上/Up

15°

±1°

Aileron Gear Tab

下/Down

15°

±1°

方向舵/ Rudder

左/Left

30°

±1.5°

右/Right

30°

±1.5°

方向舵配平调整片/

左/Left

9°

+1.1°

Rudder Trim Tab

右/Right

9°

+1.1°

升降舵/Elevator

抬头/Nose Up

27.5°

± 0.5°

下/Down

20°

± 0.5°

安定面配平/

抬头/Nose Up

12°

± 0.3°

Stabilizer Trim

低头/Nose Down

2.5°

± 0.3°

滚转扰流板/

上/Up

45°

± 1.65°

Roll Spoiler

地面刹车

55°

± 1.70°

/Ground Brake

襟翼/Flaps

最大下/Max. Down

39°

± 1°

CAAI 审定基础/

CAAI Certification Basis:

- 14 CFR Part 25, 1965 年 2 月 1 日生效, 包含修正案 25-1 至 25-120、及修正案 25-122
- 14 CFR Part 25, effective February 1, 1965, including Amendments 25-1 through 25-120 and Amendment 25-122
- 14 CFR Part 36, 2006 年 2 月 3 日生效, 包含修正案 36-1 至 36-28
- 14 CFR Part 36, effective February 3, 2006, including Amendments 36-1 through 36-28.
- 14 CFR Part 34, 2009 年 6 月 29 日生效, 包含修正案 34-1 至 34-4
- 14 CFR Part 34, effective June 29, 2009 including Amendment 34-1 through 34 - 4.

CAAI 专用条件

- CAAI Special Conditions:

- a) HIRF; 闪电和 HIRF 防护的维护/HIRF; Maintenance of Lightning and HIRF Protection
- b) § 25.773(b) 通过疏水涂层给风挡玻璃除雨/§ 25.773(b) Windshield Precipitation Removal by Hydrophobic Coatings
- c) 使用自动功率储备(ATTCS)的自动复飞性能/ Go-Around Performance Credit for Use of Automatic Power Reserve (ATTCS)
- d) 发动机突然停车的限制扭矩载荷/Engine Torque Loads for Sudden Engine Stoppage
- e) 设计滚转机动/ Design Roll Maneuver
- f) 无正常电源运行/Operation Without Normal Electrical Power
- g) 系统与结构的相互影响/ Interaction of Systems and Structures
- h) 脚蹬使用镁合金/Use of Magnesium Alloys for Pedals
- i) 飞机控制域和航空公司信息服务域对来自外部网络和运营商网络接入以及现场可加载软件应用和数据库的电子传输的飞机系统安保/Aircraft System Security for the Aircraft Control Domain and Airline Information Services Domain from External Internet and Operator Network Access and Electronic Transmission of Field-Loadable Software Applications and Databases
- j) 飞机控制域和航空公司信息服务域对来自旅客信息服务域的飞机系统隔离或安保防护/Aircraft System Isolation or Security Protection of Aircraft Control Domain and Airline Information Services Domain from the Passenger Information Services Domain

CAAI 等效安全

- CAAI equivalent safety findings:

- a) § 25.812 应急出口标识和应急照明地板表面和应急出口辅助措施/§ 25.812 Emergency Exit Marking and Emergency Lighting floor surfaces and emergency egress assist means
- b) § 25.831(g) ECS 不可能的失效发生后的座舱时间-温度-湿度环境/§ 25.831(g) Cabin Time-Temperature-Humidity conditions following improbable ECS failure
- c) 25.331(c) 校验俯仰机动/25.331(c) Checked Pitch Maneuver
- d) 飞机增压外流和安全阀/ Aircraft Pressurization Outflow and Safety Valves
- e) §25.341, 25.343, 25.345, 25.371, 25.373 和 25.391 突风设计准则和连续紊流/§25.341, 25.343, 25.345, 25.371, 25.373 and 25.391 Design gust Criteria and Continuous turbulence
- f) 应急着陆/起落架断离/ Emergency Landing/Gear Breakaway
- g) § 25.391, 25.395, and 25.415 地面突风/§ 25.391, 25.395, and 25.415 Ground Gust
- h) § 25.1309 设备, 系统和安装-GALP 选择符合 ARAC 推荐的 25.1309/§

25.1309 Equipment, systems, and installations – GALP elected to comply with ARAC Recommended 25.1309

i) § 25.671(a-d), § 25.629 飞行控制系统/§ 25.671(a-d), § 25.629 Flight Control System

j) § 25.1203(a) 发动机排气管防火/§ 25.1203(a) Engine Fire Detection in Tailpipe

k) § 25.933 飞行临界反推/§ 25.933 Flight Critical Thrust Reverser

l) § 25.841(b) 座舱增压-高高度机场起飞和着陆运行/§ 25.841(b) Cabin Pressurization - High Altitude Airport Take-off and Landing Operations

m) § 25.901, 25.1305, 25.1321, 25.1549 发动机转速 N2 数字显示/§ 25.901, 25.1305, 25.1321, 25.1549 Digital Display of Engine Rotor Speed N2

n) 外部照明灯安装/External Lights Installation

o) 航行灯系统重叠区域亮度超标/Position Light System Intensity Exceedances in Overlap Regions

p) 采用协调规章草案的 APU 审定要求/Adoption of Draft Harmonized Rules for APU Certification

豁免

- Exemptions:

a) § 25.901(c) 限时豁免-不可控高推力 (见注释 13) /§ 25.901(c) Time-limited Exemption - Uncontrollable High Thrust (See Note 13)

b) § 25.981(a) (3) 燃油箱闪电防护/§ 25.981(a) (3) Lightning Protection Fuel Tanks

c) §25.901(b)(2) 和 25.903(d)(2)限时豁免-湾流 G280 在特定大翼防冰系统(WAI 系统)运行时的发动机安装、限制、运行和指示要求(见注释 12)/§25.901(b)(2) and 25.903(d)(2)Time-limited Exemption - engine installation, limitation, operational and indication requirements for the Gulfstream G280, during certain Wing Anti-Ice System (WAI System) operations.(See Note 12)

d) §25.841(a)(2)对增压座舱要求的部分豁免/ §25.841(a)(2) Partial grant of exemption from the requirements for pressurized cabins.

符合以下可选择的要求

- Compliance with the following optional requirements has been established:

水上迫降第 25.801, 25.1411(d), (e), (f), (g) 和 25.1415 条
结冰第 25.1419 条/Section 25.801, 25.1411(d), (e), (f), (g) and 25.1415 for ditching, Section 25.1419 for icing

生产基础/Production Basis:

所有系列和型别的 Gulfstream G280 飞机都在以色列按照以色列民航局 CAAI 颁发的生产许可证 PA-30 进行生产。

Gulfstream G280 airplanes, all series and models, are produced in Israel under production approval PA-30 issued by the Civil Aviation Authority of Israel (CAAI).

制造商序列号/

Manufacturer's Serial

型别/Model: GULFSTREAM G280

序列号/ S/N: 2001 及后续(见注释 10、注释 11)/2001 and subsequent(see Note10, Note 11)

Numbers eligible:

设备/Equipment:

在适用的适航规章(见审定基础)中规定的基本必要设备, 必须安装在审定的飞机上。参考主设备清单报告 No.30P000/110634 A 版或 CAAI 批准的最新版本
The basic required equipment as prescribed in the applicable airworthiness regulation (see certification basis) must be installed in the aircraft for

certification. Refer to Master Equipment List Report No.30P000/110634 rev A or latest CAAI approved revision.

飞机飞行手册/

Airplane Flight Manual

CAAI 批准的 AFM No. 280-1001-1, 包含软件航电软件版本为 3.2.1
CAAI 批准的 AFM No. G280-1002-1, 包含软件航电软件版本为 3.6 (见注释 14)
CAAI 批准的 AFM No. G280-1003-1, 包含软件 FADEC 软件版本 V2G
CAAI-approved AFM No. 280-1001-1 for aircraft with avionics software version 3.2.1
CAAI-approved AFM No. G280-1002-1 for aircraft with avionics software version 3.6 (see Note 14)
CAAI-approved AFM No. G280-1003-1 for aircraft with FADEC software version V2G

IV. 注释/Notes

注释 1/NOTE 1:

飞机定义见型号合格证 30P000/999900-501 A 版及技术报告 TR30P000/120060 NEW 版或最新 CAAI 批准版。
Aircraft definition for Type Certificate 30P000/999900-501 Revision A and technical report TR 30P000/120060 Revision NEW or latest CAAI approved revisions.

注释 2/NOTE 2:

由于 G280 飞机为“绿飞机”构型，完整构型的飞机应在未来交付中国客户运行前的补充型号认可审定过程中表明对 CCAR 21.29(5), CCAR 25.811(e)(4)(iii)和 CCAR 25.812 关于中文标记和标牌的符合性。

Since the G280 aircraft is a 'Green Aircraft', the completed aircraft should comply with the Chinese placard and marking requirements required by CAAR 21.29(5), CCAR 25.811(e)(4)(iii) and CCAR 25.812 in the future VSTC prior to delivery to Chinese operators.

中文标记、标牌和说明，如有，必须作为型号设计获得批准。

Placard, marking and instruction in Chinese, if any, must be approved as type design.

注释 3/NOTE 3:

由于 G280 飞机为“绿飞机”构型，其设计未包含快速存取记录器(QAR)，完整构型的飞机应在未来交付中国客户运行前的补充型号认可审定过程中表明对 CAAC 适航指令“CAD97-MULT-38”关于加装 QAR 规定的符合性。

Since the G280 aircraft is a 'Green Aircraft' which does not incorporate the Quick Access Recorder (QAR), the completed aircraft should comply with the CAAC Airworthiness Directive CAD97-MULT-38 in the future VSTC prior to delivery to Chinese operators.

注释 4/NOTE 4:

由于 G280 飞机为“绿飞机”构型，其设计未包含厕所垃圾箱灭火器，完整构型的飞机应在未来交付中国客户运行前的补充型号认可审定过程中表明对 CAAC 适航指令“CAD2012-MULT-09”关于厕所垃圾箱灭火器所使用的灭火剂要求的符合性。

Since the G280 aircraft is a 'Green Aircraft' which does not incorporate the lavatory disposal receptacle fire extinguisher, the completed aircraft should comply with the CAAC Airworthiness Directive CAD2012-MULT-09 in the future VSTC prior to delivery to Chinese operators.

注释 5/NOTE 5:

GALP 于 2011 年 7 月 18 日的信函 CAAI/11140/BM 提供了从 G250 到 G280 的型别设计更改的通知。该日期前发布的部分 CAAI 专用条件、豁免和等效安全包含了 G250 型别设计，但其内容完全适用于 Gulfstream G280 型飞机

GALP letter CAAI/11140/BM, dated July 18, 2011 provides notification of a model designation change from G250 to G280. Some CAAI special conditions, exemptions, and equivalent safety finding memorandums issued prior to this date include the G250 model designation but are fully applicable to the Model Gulfstream G280.

注释 6/NOTE 6:

从每架飞机的初始适航审定之时起，必须为其提供现行有效的重量和平衡报告（包括审定空重中包含的设备的清单）以及装载说明。

Current weight and balance report including list of equipment included in certificated empty weight and loading instructions must be provided for each

aircraft at the time of original certification.

注释 7/NOTE 7:

该飞机型号合格证定义的构型不包括飞机外部涂装和座舱内饰及旅客设备。该飞机最大核准载客人数为 11 人。

This Aircraft Type Certificate defines a configuration which does not include exterior painting of the aircraft and its cabin interior furnishing and passenger provisions. The Aircraft is eligible for carriage of up to 11 passengers

注释 8/NOTE 8:

在飞机飞行手册的限制章节中列出的所有要求的标牌必须安装在飞机合适的位置

All required placards listed in the Limitations Section of the Airplane Flight Manual must be installed in the appropriate locations in the airplane.

注释 9/NOTE 9:

服务寿命限制和所需维护/检查:

关键疲劳寿命限制组件的退役时间在 CAAI 批准的飞机维护手册第 5 章中列出。未获 CAAI 工程批准前不能更改寿命限制组件的退役时间。

Service Life Limits and required Maintenance/Inspections:

The retirement times of fatigue critical life limited components are listed in the Chapter 5 of the CAAI approved Aircraft Maintenance Manual. The retirement times of these life limited components cannot be altered without CAAI Engineering approval.

注释 10/NOTE 10:

G280 型飞机中序列号为 2003 至 2009 的飞机基于 2012 年 3 月 1 日颁布的临时 TC 已出口至美国。以上序列号飞机能够基于本 TC 证在表明与经批准的设计构型的制造符合性后, 获得标准适航证。

G280 airplanes serial numbers 2003 through 2009 were exported to U.S. under the provisional TC issued March 1, 2012. These aircrafts are eligible for Standard Certificate of Airworthiness under this TC pending demonstration of conformity with the approved configuration.

注释 11/NOTE 11:

将列出符合本型号认可证数据单的飞机生产序号。

Serial Number will be listed for any airplane conforms to this Validation Data Sheet.

注释 12/NOTE 12:

根据 CAAI 在其限时豁免 IP P-14 中的要求, 自 2016 年 4 月 30 日后, 未贯彻生产线更改 G25-10022 或其相关的服务通告 280-30-017, 以及生产线更改 G25-20061 或其相关的服务通告 280-76-111 的飞机, 不得开展运行。

In accordance with the CAAI decision contained in Time-limited Exemption IP P-14: no aircraft may operate after April 30, 2016 unless production modification G25-10022 or its associated service bulletin 280-30-017, and production modification G25-20061 or its associated service bulletin 280-76-111 are incorporated.

注释 13/NOTE 13:

根据 CAAI 限时豁免 IP P-5 “§ 25.901(c) 限时豁免-不可控高推力”, 生产序列号从 2110 开始的飞机已贯彻了经批准的设计更改 (生产线更改 G25-10054), 已贯彻了此生产线更改的飞机满足去除此豁免的条件。

In accordance with the CAAI IP P-5 regarding the 25.901(c) Time-limited Exemption – Uncontrollable High Thrust Failure Conditions, production aircraft starting from aircraft Serial Number 2110 are equipped with the approved amended type design (production modification G25-10054) which satisfies the conditions required to remove this exemption from those aircraft having incorporated this production modification.

注释 14/NOTE 14:

CAAI 已经批准了航电软件 v3.6.1 的设计更改项目 G25-10074, 并在当前 AFM No. G280-1002-1 中增加了更改项目涉及新增功能的附录 X-15 和 X-16。附录 X-15 需要在新雷达 (MOD G25-20177) 完成安装后方可使用。

CAAI has approved the MOD G25-10074 for avionics software v3.6.1, and add the supplement X-15 and X-16 to current AFM No. G280-1002-1 associated to new functions. The supplement X-15 requires the installment of new radar (MOD G25-20177).

- 完/END -