



Type Certificate Data Sheet

Number: A-257
 Issue No.: 2
 Approval Date: Refer Below
 Issue Date: February 13, 2012

This Type Certificate Data Sheet (TCDS), which is part of Type Certificate (TC) No. A-257, prescribes the conditions and limitations under which the product(s) for which the Type Certificate was granted meet(s) the standards of airworthiness required by the Canadian Aviation Regulations.

Type Certificate Holder:	Models
Embraer S.A. Av. Brigadeiro Faria Lima, 2.170 12227-901 - S.J. dos Campos - SP Brazil	EMB-500

1. Model EMB-500 (Normal Category) Approved May 28, 2010

Except as otherwise noted below, the conditions and limitations prescribed by this TCDS are those specified in Agência Nacional de Aviação Civil - Brasil (ANAC) TCDS EA-2008T09-03, dated 28 June 2011. Subsequent revisions to the ANAC TCDS are not applicable to Canadian registered aircraft.

Certification Basis	<p>The Canadian basis of certification is the Certification Basis specified in the ANAC TCDS except:</p> <ol style="list-style-type: none"> AWM 523, Change 523-7 applies in place of Item 1 in the ANAC Certification Basis. AWM 516, Subchapter A at Change 516-8 applies in place of RBHA 36 as referenced in Item 2 - Noise Requirements. AWM 516, Subchapter B at Change 516-7 applies in place of RBHA 34 as referenced in Item 3 - Emission Requirements. The references to RBHA / 14 CFR requirements in Items 5, 6, 7 and 8 in the ANAC basis are to be interpreted as references to the corresponding requirements in AWM 523 at Change 523-7. The reference to operating approval from the ANAC in Item 9 in the ANAC basis is to be interpreted as a reference to TCCA.
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Type Certificate Data Sheet

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Model EMB-500 (Cont'd)

Canadian Configuration The Canadian type design configuration is defined by Embraer document "Type Design Standard Document - TCCA" report number: 500TDSD003 Revision Original, or later amendment.

Post type certification design changes made by Embraer that are classified as Major must be TCCA approved prior to their incorporation on Canadian registered aircraft. The Major design changes that have been so approved are identified in Annex IV of Embraer report number 500TDSD003 revision Original, or later amendment.

Embraer Service Letter 500-00-001 is intended to inform operators of the specific Transport Canada unique requirements that are included in the Canadian configuration definition.

Serial Numbers Eligible 50000005 and up

- Approved Publications**
1. ANAC approved Phenom 100 ANAC Airplane Flight Manual, Document AFM-2655, Revision 6, 19 May 2010. *
 2. ANAC approved Aircraft Maintenance Manual, Part II, Chapter 04, "Airworthiness Limitations", Revision 1, 26 November 2009. *

* or later ANAC approved revision.

- Import Requirements** The import documentation must include:
- a) A Certificate of Airworthiness for Export to Canada signed by a representative of the Agência Nacional de Aviação Civil (ANAC).
- or
- b) A Certificate of Airworthiness for Export signed by the Airworthiness Authority of a country with whom Canada has a Bilateral Airworthiness agreement.

In case a) or b), the C of A must contain the following statement:

"The aircraft identified by this Certificate has been examined and found to conform to the Canadian Department of Transport Type Certificate A-257."

or

- c) Other procedures approved by the Minister of Transport.



Type Certificate Data Sheet

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Model EMB-500 (Cont'd)

NOTE 1

The corresponding requirements in AWM 523 at Change 523-7 apply in place of the requirements in RBHA / 14 CFR listed in NOTE 4 of the ANAC TCDS.

- END -

Gilles A. Morin
Chief, Project Management
National Aircraft Certification
for Minister of Transport



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ANAC

AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL - BRASIL

TYPE CERTIFICATE DATA SHEET Nº EA-2008T09

Type Certificate Holder:

EMBRAER S.A

Av. Brigadeiro Faria Lima, 2.170
12227-901 – S.J dos Campos –SP
Brazil

EA-2008T09-03
Sheet 01

EMBRAER

EMB-500

28 June 2011

This data sheet, which is part of Type Certificate No. 2008T09, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

I – Model EMB-500 (Normal Category), approved 09 December 2008.

ENGINE Two Pratt & Whitney Canada PW617F-E turbofans
(ANAC TCDS EM-2008T08)

FUEL Brazilian Specification ANP N°1/2006, QAV-1
Specification ASTM-D1655, type Jet A, Jet A-1
Specification MIL-DTL-83133, type JP-8

ENGINE LIMITS Limits Static thrust standard day, sea level: (see Note 7)

	Standard Version	Enhanced Version
Takeoff (5 min)	753,9 daN (1 695 lb)	753,9 daN (1 695 lb)
ATR (10 min)	765,1 daN (1 720 lb)	809,6 daN (1 820 lb)

Max. permissible engine rotor operating speeds
(Takeoff and Maximum Continuous):

N1 (fan)	100% (100% = 19 845 rpm)
N1 Transient (operation 20 sec)	101% (101% = 20 043 rpm)
N2 (Gas Gen.)	100.4% (100.4% = 40 200 rpm)
N2 Transient (operation 20 sec)	102% (102% = 40 840 rpm)

Max. permissible interturbine gas temperatures:

Takeoff (5 min)	830 °C
ATR(10 min)	845 °C
Max. continuous	830 °C
Transient (starting 5 sec)	892°C (950 °C - post SB-500-73-0001)
Transient (operation 20 sec)	862 °C

AIRSPEED LIMITS (IAS)

	km/h (knots)	Mach
Maximum operating (V_{MO}): Sea level to 28 000 ft.	509.3 (275)	0.70
Maximum operating (M_{MO}) above 28000 ft.	-	0.70
Maneuvering (V_A) - sea level:	345.0 (186)	-
Flaps extended (V_{FE}) 10° (takeoff): 26° (takeoff and landing): 36° (landing):	370.4 (200) 296.3 (160) 268.5 (145)	- - -
Minimum control speed - Air (V_{MC}): Takeoff	180 (97)	-

Note: The values presented above refer to the maximum V_{MC} for the aircraft envelope (the values can change according to the temperature and altitude)

Maximum tire ground speed:	257.4 (139)	
L. G. operation - extend (V_{LO}):	333.4 (180)	-
L. G. operation - retract (V_{LO}):	333.4 (180)	-
L. G. extended (V_{LE}):	509.3 (275)	-

CG RANGEForward Limits:

Takeoff and Landing Conditions: Linear variation from 5.90 m (232.24 in) aft of datum (35% MAC) at 3 000 kg (6 614 lb) to 5.68 m (223.53 in) aft of datum (21.5 % MAC) at 3 220 kg (7 099 lb); Constant value of 5.68m (223.53 in) aft of datum (21.5 % MAC) at 3 220 kg (7 099 lb) to 4 030 kg (8 885 lb); Linear variation from 5.68 m (223.53 in) aft of datum (21.5% MAC) at 4 030 kg (8 885 lb) to 5.71 m (224.82 in) aft of datum (23.5% MAC) at 4 750 kg (10 472 lb); Constant value of 5.71 m (224.82 in) aft of datum (23.5% MAC) at 4 750 kg (10 472 lb) to 4 770 kg (10 516 lb).

Aft Limits:

Landing Conditions: Linear variation from 5.90 m (232.24 in) aft of datum (35.0% MAC) at 3 000 kg (6 614 lb) to 5.96 m (234.50 in) aft of datum (38.5 % MAC) at 3 420 kg (7 540 lb); Constant value of 5.96 m (234.5 in) aft of datum (38.5 % MAC) at 3 420 kg (7 540 lb) to 4 030 kg (8 885 lb); Linear variation from 5.96 m (234.50 in) aft of datum (38.5% MAC) at 4 030 kg (8 885 lb) to 5.93 m (233.47 in) aft of datum (36.9 % MAC) at 4 750 kg (10 472 lb); Constant value of 5.93 m (233.47 in) aft of datum (36.9 % MAC) at 4 750 kg (10 472 lb) to 4 770 kg (10 516 lb).

Landing Gear retracting moment (-17.63) m-kg (-1 530.22) in-lb.

DATUM

2.51 m (98.82 in) forward of the jig point (nose jack pad location).

LEVELING MEANS

Located in the main door between frames 9 and 10 (see AMM for further information)

MEAN AERODYNAMIC CHORD	1.64 m (64.57 in.) (L.E. of MAC at + 5.32 m (209.65 in.) aft of datum)		
MAXIMUM WEIGHT	Takeoff:	4 750.0 kg	(10 472 lb)
	Landing:	4 430.0 kg	(9 766 lb)
	Zero Fuel:	3 830.0 kg	(8 444 lb)
	Ramp:	4 770.0 kg	(10 516 lb)
MINIMUM CREW	Crew for all Flights (See note 5 for cockpit equipment/arrangement restrictions): One pilot (in the left pilot seat) plus additional equipment as specified in the Limitations Section of the ANAC Approved Airplane Manual or one pilot and one copilot		
MAXIMUM OCCUPANTS	Maximum eight (two crew plus six passenger seats or one crew plus seven passenger seats) Refer to the Airplane Flight Manual (AFM-2655) section 6 "Weight & Balance" for seat configurations and moment arms.		
MAXIMUM BAGGAGE	Forward baggage compartment	30 kg (66 lb)	(+1.16 m (45.47 in) aft of datum)
	AFT baggage compartment	160 kg (353 lb)	(+7.98 m (314.27 in) aft of datum)
	Wardrobe	30 kg (66 lb)	(+3.64 m (143.46 in) aft of datum)
	Lavatory Cabinet	15 kg (33 lb)	(+6.34 m (249.76 in) aft of datum)
FUEL CAPACITY	Total usable fuel 1 272 kg (2 806 lb.)Two wing tanks with 636.4 kg (1 403 lb) usable each; (see NOTE 1 for unusable fuel) + 5.87 m (230.91 in) aft of datum, considering density of 0.803 kg/l (6.70 lb/US gal)		
OIL CAPACITY	Tank mounted on each engine: 4 quarts (3.79 liters) total each engine; + 7.68 m (302.52 in.) aft of datum; (see NOTE 1)		
HYDRAULIC FLUID CAPACITY	1.4 kg (3.09 lb.) at + 0.87 m (34.17 in.) aft of datum, considering density of 0.846 kg/l (7.06 lb/gal)		
MAXIMUM OPERATING ALTITUDE	12 497 m (41 000 ft)		
TEMPERATURE OPERATING LIMITS	Maximum:	52 °C	
	Minimum:	-54 °C	
CONTROL SURFACE MOVEMENTS	Elevator:	Up	27° +1°, -1°
		Down	19° +1°, -1°
	Elevator trim tab*:	Up	6° +1°, -1°
		Down	13° +1°, -1°
	Rudder:	Right	27° +1°, -1°
		Left	27° +1°, -1°
	Rudder trim tab*:	Right	16.5° +1°, -1°
		Left	16.5° +1°, -1°

**CONTROL SURFACE
MOVEMENTS (Cont.)**

Aileron:	Up	25° +1°, -1°
	Down	15° +1°, -1°
Aileron trim tab*:	Up	20° +1°, -1°
	Down	20° +1°, -1°
Wing flaps:	TO	10° +1°, -1°
	TO /Land	26° +1°, -1°
	Land	36° +1.5°, -1.5°
Ground Spoiler:	Up	36.5° +1°, -1° – Post SB 500-27-0008

Note: valid only for neutral position See Airplane Maintenance Manual (AMM) for rigging instructions

SERIAL NUMBER

50000005 and up

CERTIFICATION BASIS

- 1) Brazilian Type Certificate No. 2008T09 issued on 09 December 2008, based on the RBHA 23, which endorses the 14 CFR Part 23, effective 1 February 1965, as amended by 23-1 through 23-55 effective on 01 March 2002, and additional requirements:
- 2) Noise requirements:
RBHA 36, corresponding to ICAO Annex 16 Volume I, Chapter 4 (Fourth Edition) effective July 2005, as amended on the application date.
- 3) Emission requirements:
RBHA 34, corresponding to US 14 CFR Part 34 effective 10 September 1990, as amended on the application date
- 4) Special Conditions as follows:
 - (a) “Resolução N° 39”, 15 Aug. 2008, Special Condition for Subpart G (Operating Limitations and Information) – EMB-500 FCAR EV-04.
 - (b) “Resolução N° 66”, 26 Aug. 2008, Special Condition for Subpart B (flight) – EMB-500 FCAR EV-01.”
 - (c) “Resolução N° 43”, 18 Aug. 2008 High Intensity Radiated Fields (HIRF) Protection – EMB-500 FCAR SE-02.
 - (d) “Resolução N° 44”, 18 Aug. 2008 Hot Weather Operation – EMB-500 FCAR PR-09.
 - (e) “Resolução N° 45”, 18 Aug. 2008 Fire Extinguishing for Aircraft Fuselage Mounted Engines – EMB-500 FCAR PR-03.
 - (f) “Resolução N° 46”, 18 Aug. 2008 Special Condition for FADEC. – EMB-500 FCAR PR-07.
 - (g) “Resolução N° 47”, 18 Aug. 2008 Brakes – Designation of Applicable Regulations – EMB-500 FCAR SM-02.
 - (h) “Resolução N° 56”, 9 Oct. 2008 Airspeed Calibration – EMB-500 FCAR EV-02

CERTIFICATION BASIS**(Cont.)**

(i) “Resolução Nº 177”, 14 Dec. 2010 Special Condition for Single Occupant Transversely Oriented Seat – EMB-500 FCAR EI-05 and FCAR EI-07.

5) Equivalent levels of safety as follows:

(a) “Decisão Nº 302”, 18 Aug. 2008, RBHA/14 CFR 21.21(b)(1); RBHA/14 CFR 23.1555(d)(1) & 23.1337(b)(1), Control Markings – Usable Fuel Capacity – EMB-500 FCAR PR-05.

(b) “Decisão Nº 303”, 18 Aug. 2008 RBHA/14 CFR 21.21(b)(1); RBHA/14 CFR 23.1305, 23.1309, 23.1321 & 25.1549, Digital only Display of Turbine Engine High/Intermediate Pressure Rotor Speed (N2) – EMB-500 FCAR PR-02.

(c) “Decisão Nº 306”, 18 Aug. 2008 RBHA/14 CFR 21.21(b)(1); RBHA/14 CFR 23.601 & 23.807(e)(2), Ditching Emergency Exit for Passenger – EMB-500 FCAR EI-03.

(d) “Decisão Nº 381”, 29 Sep. 2008 RBHA/14 CFR 23.1553, 23.1337(b) (1), 23.959, Digital Fuel Quantity Indication – EMB-500 FCAR PR-11

6) Exemption as follows:

“Decisão Nº 383”, 26 Sep. 2008 RBHA/14 CFR 23.181(b), Exemption for Dynamic Stability – EMB-500 FCAR EV-05

7) Compliance with ice protection has been demonstrated in accordance with RBHA/14 CFR 23.1416 and 23.1419.

8) Compliance with the provisions for ditching equipment has been demonstrated in accordance with RBHA/14 CFR 23.1415 (a) (b).

9) RVSM Approval: S/N 50000005 and on: All airplanes are equipped with Garmin G1000 dual RVSM capable Air Data Computers and pilot’s and copilot’s Primary Flight Displays as standard equipment. Therefore the crew must be training for RVSM operation. Each operator must obtain RVSM operating approval directly from the ANAC.

REQUIRED EQUIPMENT

The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification.

NOTES:**NOTE 1** Weight and balance.

Current weight and balance report, including the list of equipment that are part of the certificated basic empty weight and loading instructions, must be provided for each aircraft at the time of original certification

- NOTE 1 (Cont.)** The certificated empty weight and corresponding center of gravity location must include:
- | | |
|------------------|---|
| Unusable fuel: | 20 kg (44 lb) at + 5.81 m (228.90 in.) aft of datum |
| Full oil:* | 8 kg (17.64 lb) at + 7.68 m (302.52 in) aft of datum* |
| Hydraulic Fluid: | 1.4 kg (3.09 lb) at + 0.87 m (34.17 in) aft of datum |
- *It is considered the oil from the engine installation (filters and lines)
- NOTE 2** Markings and placards.
All marking and placards required by the applicable certification requirements (see certification basics) and by the operational requirements must be installed in the appropriated locations. Required placards and marking are listed in chapter Eleven (11) of the Aircraft Illustrated Parts Catalog (AIPC) and Airplane Maintenance Manual (AMM).
- NOTE 3** Continuing Airworthiness.
See Maintenance Manual, Chapter Four (4), "Airworthiness Limitations" for Systems Airworthiness Limitations, Structure Airworthiness Limitations (ALI) and Life-Limited Items (LLI). The life limit for rotating parts on the PW617F-E engine is in the Airworthiness Limitations Manual of the Pratt & Whitney Canada Engine P/N 3072699, latest revision.
- NOTE 4** All replacement seats (crew and passenger), although they may comply with TSO C127, must also be demonstrated to comply with installation requirements into the aircraft listed in RBHA/14 CFR 23.2, 23.561, 23.562, and 23.785.
- The foam cushion buildup of all seats (crew and passenger) may not be altered. Any deviations in the foam construction or stiffness must be demonstrated by test or analysis to comply with the RBHA/ 14 CFR 23.562 paragraph.
- NOTE 5** Approval for operation with a minimum crew of one pilot (in the left pilot seat) is based upon the cockpit equipment installation and arrangement evaluated during ANAC certification testing. No significant changes may be made to the installed cockpit equipment or arrangement (EFIS, autopilot, avionics, etc.), except as permitted by the approved MMEL, without prior approval from the responsible Aircraft Certification Office.
- NOTE 6** The EMB-500 is often referred to in Embraer marketing literature as the "PHENOM 100". This name is strictly marketing designation and is not part of the official model designation.
- NOTE 7** Aircraft with serial numbers 50000005 until 50000217 are considered as an enhanced version. For aircraft with serial number 50000218 and up, the cockpit placard must be checked out for getting the correct version.

Original in the Portuguese language signed by:

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