TYPE-CERTIFICATE
DATA SHEET

NO. EASA.IM.A. 158

for
EMBRAER EMB-505

Type Certificate Holder
EMBRAER
Av. Brig. Faria Lima. 2170
12227-901 São Jose dos Campos SP
Brasil

For models: EMB-505
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SECTION A: EMB-505

A.1. General

1. Data Sheet No:
EASA IM.A.158

2. Aeroplane
EMB-505

3. Airworthiness Category
CS-23 Commuter Category

4. Manufacturer
Embraer S.A
Av. Brigadeiro Faria Lima 2170
12227-901 São Jose dos Campos - SP
Brazil

Embraer Executive Aircraft Inc. (note 9)
1205 General Aviation Drive
Melbourne, FL 32935-6309
United States of America

5. State of Design Authority
Agência Nacional de Aviação Civil - ANAC
Gerência Geral de Certificação de Produtos Aeronáuticos
Rua Dr. Orlando Feirabend Filho, 230
Centro Empresarial Aquarius - Torre B
Andares 14 a 18, Parque Residencial Aquarius
12246-190 – São José dos Campos – SP
Brazil

6. State of Design Authority Type Certificate Date
03 December 2009

7. EASA Type Certification Application Date
30 June 2007

8. EASA Type Certificate Date
29 April 2010
A.II. Certification Basis

1. Reference Date
   1.2 For ANAC Certification
      28 Feb 2007
   
   1.3 For Operational Suitability Requirements
      28 Feb 2007

2. State of Design Authority Type Certificate No.
   EA-2009T12

3. ANAC Certification Basis
   RBHA 23 - Requisitos de Aeronavegabilidad. Aviões Categoria Normal, Utilidade, Acrobática e Transporte Regional (Airworthiness Standards. Normal, Utility, Acrobatic, and Commuter Category Airplanes), corresponding to U.S. 14 CFR Part 23 including amendments 23-1 through 23-57; and additional requirements as per ANAC FCAR HT-01, additionally:

   For aircraft equipped with Autothrust System (Current Speed Control – CSC or Autothrottle – AT), for the components and areas affected by the system installation:
   RBAC 23 ("Requisitos de Aeronavegabilidad: Aviões Categoria Normal"), which is equivalent to 14 CFR Part 23, amendment:
   [23-]64 (23.2010, 23.2500(b), 23.2510, 23.2600(b) and 23.2605(b) and (c)).

4. EASA Airworthiness Requirements (see note 11)
   CS 23 – “Normal, Utility, Aerobatic and Commuter Category Aeroplanes” of 14 November 2003, as applicable to Commuter Category Certification; and additional requirements as per EASA CRI A-01.

   CS-ACNS (Subpart D, section 4) - initial issue of 17/12/2013 (see note 10)

   Additionally, for aircraft equipped with Autothrust System (Current Speed Control – CSC), for the components and areas affected by the system installation the following additional regulations apply:
   CS 23 at amendment 5 (23.2010, 23.2500(b), 23.2510, 23.2600(b) and 23.2605(b) and (c))

5. EASA Special Conditions
   B-01 Part 23 Jets - Handling and Performance Requirements
   B-02 High Speed Characteristics
   B-03 Part 23 Jets - Stall Speed Determination
   B-52 Human Factors - Integrated Avionics System
   B-102 Performance Credit for APR during Go-Around
   C-01 Sonic Fatigue
   C-02 Pressurization into Non-Pressurized Areas
   C-03 Speed Margins
   C-04 Yawing Maneuver
   C-05 Dynamic Response
   C-06 Out of Trim Characteristics (Structures)
<table>
<thead>
<tr>
<th>D-01</th>
<th>Take-Off Warning System</th>
</tr>
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<tbody>
<tr>
<td>D-02</td>
<td>Extension and Retraction System</td>
</tr>
<tr>
<td>D-03</td>
<td>Wheels</td>
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<td>D-04</td>
<td>Brakes and Braking Systems</td>
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<tr>
<td>D-05</td>
<td>Doors</td>
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<td>D-06</td>
<td>Bird Strike</td>
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<td>D-08</td>
<td>Steering Systems</td>
</tr>
<tr>
<td>D-09</td>
<td>Operation above 41,000 ft</td>
</tr>
<tr>
<td>D-103</td>
<td>Belted Toilet Seat – Single Place Side facing Seat (for applicable areas affected by DCA 0505-025-00077-2010/EASA when embodied in the aircraft)</td>
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<td>D-104</td>
<td>Sideward Seating Arrangement (for applicable areas affected by DCA 0505-025-01013-2010/EASA when embodied in the aircraft)</td>
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<td>D-105</td>
<td>Inflatable Restraints (for applicable areas affected by DCA 0505-025-01013-2010/EASA when embodied in the aircraft)</td>
</tr>
<tr>
<td>E-01</td>
<td>Fuel Tank Crashworthiness</td>
</tr>
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<td>E-02</td>
<td>Fuel System Hot Weather Operation, Turbine Fuel</td>
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<td>E-04</td>
<td>Lines, Fittings and Components</td>
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<td>E-06</td>
<td>Powerplant Fire Extinguishing Systems</td>
</tr>
<tr>
<td>E-07</td>
<td>Negative Acceleration</td>
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<td>E-10</td>
<td>Fuel Tank Ignition Prevention</td>
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<td>E-11</td>
<td>Cold Soaked Fuel</td>
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<td>F-01</td>
<td>Battery Endurance Requirement (High Altitude)</td>
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<td>F-02</td>
<td>Hydraulic Systems</td>
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<td>F-03</td>
<td>Interaction of Systems and Structures</td>
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<td>F-04</td>
<td>Interaction of Systems and Structures</td>
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<tr>
<td>F-06</td>
<td>FADEC Integration</td>
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<td>F-08</td>
<td>Lithium Battery Installations</td>
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<td>F-09</td>
<td>Ice Protection, Special Condition for Auto-Activated Anti-ice Systems</td>
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<td>F-10</td>
<td>Security Protection of Aircraft System and Networks</td>
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<td>F-11</td>
<td>Security Protection of Aircraft System and Networks</td>
</tr>
<tr>
<td>F-22</td>
<td>Data link services for single European Sky. (for applicable areas affected by DCA 0505-023-00059-2011/EASA or 0505-023-00060-2011/EASA when embodied in the aircraft)</td>
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<tr>
<td>F-23</td>
<td>Data link services for single European Sky. (for applicable areas affected by DCA 0505-023-00059-2011/EASA or 0505-023-00060-2011/EASA when embodied in the aircraft)</td>
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<td>F-24</td>
<td>Flight recorders including data link recording. (for applicable areas affected by DCA 0505-023-00059-2011/EASA or 0505-023-00060-2011/EASA when embodied in the aircraft)</td>
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<tr>
<td>N-02</td>
<td>Effects Reference take-off speed for part 23 jets noise certification</td>
</tr>
<tr>
<td>O-01</td>
<td>Steep Approach and Landing (for applicable areas affected by DCA 0505-000-00057-2011/EASA when embodied in the aircraft).</td>
</tr>
<tr>
<td>O-04</td>
<td>Towbar less towing (for applicable areas affected by DCA 0505-032-00051-2012/EASA when embodied in the aircraft).</td>
</tr>
</tbody>
</table>

6. **EASA Exemptions**

N/A
7. **EASA Equivalent Safety Findings**
   
   D-101  Motion and Effect of Cockpit Controls (for applicable areas affected by DCA 0505-025-00124-2017/EASA when embodied in the aircraft)
   
   D-102  Ditching emergency exit for passenger
   
   D-106  Video Monitors Deployed from Aisle Ceiling (for applicable areas affected by DCA 0505-000-00057-2011/EASA when embodied in the aircraft).
   
   E-102  Digital only N2 and Fuel Flow
   
   E-103  Usable Fuel Quantity Markings
   
   E-104  ELOS ATR/ APR
   
   F-57   Use of LED for Navigation Lights and Anti-Collision Lights
   
   G-101  Powerplant Instruments – Normal Operation Range Color
   
   G-102  Powerplant Instruments - Normal Operating Range Color and CSC Authority Indication (for applicable areas affected by DCA 0505-022-00075-2020/EASA when embodied in the aircraft)

8. **EASA Environmental Standards**

   CS 34 - Aircraft Engine Emissions and Fuel Venting, of 17 October 2003
   
   CS 36 - Aircraft Noise, of 17 October 2003

9. **EASA Operational Suitability Requirements**

   CS-FCD - Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data CS-FCD, Initial issue dated 31 Jan 2014;
   
   JAR-MMEL/MEL – Master Minimum Equipment List / Minimum Equipment List Section 1, Subpart A and B, Amdt. 1, dated 1 August 2005, as defined in CRI A-MMEL.

   **9.2 Special conditions for OSD**
   
   None

   **9.3 Exemptions for OSD**
   
   None

   **9.4 Deviations for OSD**
   
   None

   **9.5 Equivalent Safety for OSD**
   
   None
A.III. Technical Characteristics and Operational Limitations

1. Type Design Definition
Defined by Report 505TDSD002 “Type Design Standard Document – EASA” at Revision Original or later approved revision.

2. Description
Low wing jet with a T-tail configuration, powered by two high bypass turbofan engines mounted on aft fuselage pylons.

The structure is conventional, with a predominant aluminium-alloy fuselage and wing. The landing gear is retractable tricycle type, and both main and nose landing gears are single wheeled.

3. Dimensions
<table>
<thead>
<tr>
<th></th>
<th>Length</th>
<th></th>
<th>Span</th>
<th></th>
<th>Height</th>
<th></th>
<th>Wing Area</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>15.64 m</td>
<td>(51 ft 3.74 in)</td>
<td>15.91 m</td>
<td>(52 ft 2.38 in)</td>
<td>5.10 m</td>
<td>(16 ft 8.78 in)</td>
<td>28.5 m²</td>
<td>(306.77 ft²)</td>
</tr>
</tbody>
</table>

4. Engine
Two Pratt & Whitney Canada PW535E or PW535E1 turbofans (TC/TCDS reference IM.E.048)

5. Fluids
Fuel:
Refer to applicable approved manuals.

Oil:
Refer to applicable approved manuals.

6. Air speeds
$V_{MO} 320$ KIAS, $M_{MO} 0.78$ (See Airplane Flight Manual)
$V_{MO} 320$ KIAS, $M_{MO} 0.80$ (See Airplane Flight Manual) (see note 12)

7. Maximum Operation Altitude
13,716 m (45,000 ft) pressure altitude.

8. Operational Capability
Single Pilot / Two Pilots
VFR Day and Night
IFR Day and Night
RVSM
Flight into Known Icing
Extended Over Water
9. Maximum Certified Weights

<table>
<thead>
<tr>
<th>Weight Category</th>
<th>Minimum Weight</th>
<th>Maximum Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
<td>8150 kg (17968 lb)</td>
<td>8415 kg (18551 lb)</td>
</tr>
<tr>
<td></td>
<td>8340 kg (18387 lb) (see note 8)</td>
<td></td>
</tr>
<tr>
<td>Landing</td>
<td>7650 kg (16865 lb)</td>
<td>7835 kg (17272 lb) (see note 12)</td>
</tr>
<tr>
<td></td>
<td>7730 kg (17042 lb) (see note 8)</td>
<td></td>
</tr>
<tr>
<td>Zero Fuel</td>
<td>6350 kg (13999 lb)</td>
<td>6470 kg (14263 lb) (see note 12)</td>
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<td>6450 kg (14220 lb) (see note 8)</td>
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<tr>
<td>Ramp</td>
<td>8200 kg (18078 lb)</td>
<td>8455 kg (18617 lb) (see note 12)</td>
</tr>
<tr>
<td></td>
<td>8390 kg (18497 lb) (see note 8)</td>
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</tr>
</tbody>
</table>

10. Centre of Gravity

11. Datum
2.286 m (90 in) forward and 0.154 m (6.06 in) leftward of the jig point (nose jack pad location).

12. Mean Aerodynamic Chord (MAC)
2.05 m (80.71 in.) (L.E. of MAC at + 6.72 m (264.51 in.)

13. Levelling Means
Located in the main door region on the omega beam between frames 11 and 12 (see AMM for further information).

14. Minimum Flight Crew
(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 EASA Approved Airplane Flight Manual or

One pilot and one copilot.

15. Maximum Passenger Capacity
Maximum 11 occupants (two crew plus nine passenger seats) (see note 7).

16. Baggage / Cargo Compartment
LH Forward Cabinet 20 kg (44 lb)
Lavatory Cabinet 15 kg (33 lb)
Aft Baggage Compartment 210 kg (463 lb)
Forward Baggage Compartment 50 kg (110 lb)
Refreshment Center 32 kg (71 lb)

Note: Some airplanes have stowage compartments, LH Forward Cabinet, Lavatory Cabinet, Refreshment Center and Aft Baggage Compartment with higher load capacities. Refer to their respective placards and Flight Manual to find this information.
A.IV. Operating and Service Instructions

   Airplanes must be operated according to the EASA approved AFM, part number AFM-2666, revision original (or later approved revision).

   Airplane Maintenance Manuals, part number AMM-2757 or AMM-4610 revision original (or later approved revision). See Chapter 4, “Airworthiness Limitations” (Note 3). “Airworthiness Limitations” may not be changed without the approval of EASA.

A.V. Operating and Service Instructions

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.IM.A.158 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List
   The MMEL is defined in document MMEL-3849 revision 3, dated 14 Dec 2015 or later approved revisions.

2. Flight Crew Data
   The Flight Crew Data is defined in 500MSO097 revision A dated 07 Dec 2015 or later approved revisions.

3. Cabin Crew Data
   Not applicable.

4. SIM Data
   Not applicable.

5. Maintenance Certifying Staff Data
   Not applicable.
A.VI. 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.

The certificated empty weight and corresponding center of gravity location must include:

Unusable fuel: 22.8 kg (50.26 lb) at + 6.51 m (256.22 in.) aft of datum  
Full engine oil: 16 kg (35.27 lb) at + 9.83 m (386.85 in) aft of datum*  
Hydraulic Fluid: 8.8 kg (19.40 lb) at + 7.96 m (313.50 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.  

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 CS 23.2, 23.561, 23.562, and 23.785.

The foam cushion buildup of all seats (crew and passenger) may not be altered. Any deviation in the foam construction or stiffness must be demonstrated by test or analysis to comply with the CS 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-505 is often referred to in Embraer marketing literature as the “PHENOM 300” and “Phenom 300E”. These names are strictly marketing designation and are not part of the official model designation.

NOTE 7 – Refer to AFM-2666 for seat configurations and moment arms.

NOTE 8 - If post-mod SB 505-00-0008. or with an equivalent modification factory incorporated.

NOTE 9 – Production Certificate 346CE - The manufacturer Embraer Executive Aircraft Inc. located in
Melbourne, Florida, is licensed by Embraer S.A. to manufacture the Model Aircraft listed in this Type Certificate Data Sheet. S/N 50500118 and subsequent may be produced either by Embraer Executive Aircraft Inc. in Melbourne, Florida or Embraer S.A. in Brazil. The manufacturer can be confirmed by the aircraft data plate. Aircraft produced by Embraer Executive Aircraft Inc. in Melbourne, Florida with a S/N 50500118 and 50500122 were produced under the Type Certificate.

**NOTE 10** – if post-mod SB 505-34-0011 (G3000 avionics) or post-mod SB 505-34-0010 (G1000 avionics), (for single transponder installation of NXT-600 Mode S/ADS-B manufactured by ACSS) for transponder installation of or equivalent factory modifications are incorporated, and any other modification identified applicable by Embraer, and/or for installation of transponders.

**NOTE 11** – Sections of CS-ACNS, as applicable, may be raised as part of the certification basis for avionic installations.

**NOTE 12** – For aircraft equipped with PW535E1 engines.
SECTION ADMINISTRATIVE

I. Acronyms & Abbreviations

A.C.  Advisory Circular
A.D.  Airworthiness Directives
AFM  Airplane Flight Manual
C.G.  Centre of Gravity
CFR  Code of Federal Regulations
CRI  Certification Review Items
CS   Certification Specifications
EASA European Aviation Safety Agency
EFIS Electronic Flight Information System
EU   European Union
F.S.  Frame Status
FAA  Federal Aviation Administration
FADEC Full Authority Digital Engine Control
FT   Feet
GAL  Gallons
ICAO International Civil Aviation Organization
IFR  Instrument Flight Rules
KCAS Knots Calibrated Air Speed
KG   Kilo Grams
KIAS  Knots Indicated Air Speed
LBS  Pounds
MIL  Military Standard
MMEL Master Minimum Equipment List
N.A.A. National Aviation Authority
RVSM Reduced Vertical Separation Minimum
S.B. Service Bulletin
T.O.  Take Off
TC   Type Certificate
TCDS Type Certificate Data Sheet
TCDSN Type Certificate Data Sheet - Noise.
TSO  Technical Standards Order
VFR  Visual Flight Rules
II. Type Certificate Holder Record

Date:
19 Nov 2010

Type Certificate Holder:
Embraer S.A.
Av. Brigadeiro Faria Lima 2170
12227-901 São Jose dos Campos - SP
Brazil

III. Change Record

<table>
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<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
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<tbody>
<tr>
<td>Issue 1</td>
<td>29 April 2010</td>
<td>Adding SC D-103, various corrections</td>
</tr>
<tr>
<td>Issue 2</td>
<td>4 Oct 2011</td>
<td>Adding SC D-104, D-105, max passenger, change record update</td>
</tr>
<tr>
<td>Issue 3</td>
<td>22 May 2012</td>
<td>Included the new Maximum Operating Weights values</td>
</tr>
<tr>
<td>Issue 4</td>
<td>30 April 2013</td>
<td>Included the Production Certificate and new manufacturing site</td>
</tr>
<tr>
<td>Issue 5</td>
<td>12 March 2015</td>
<td>ANAC Certifying Authority address updated.</td>
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<tr>
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<td>Removed “Normal Category Certification” from ANAC Certification Basis.</td>
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<td>New Special Condition CRI’s Added F-92, F-93, O-01, O-04.</td>
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<td>Baggage compartment weights amended and note added.</td>
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<td>AMM-4610 added to approved Manuals.</td>
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<td>Note 1 “Hydraulic fluid” arm in meters corrected to align with AFM-2666.</td>
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<tr>
<td>Issue 6</td>
<td>16 December 2015</td>
<td>OSD elements are added;</td>
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<tr>
<td>Issue 7</td>
<td>09 December 2016</td>
<td>Added note 10 and 11. Corrected revision date of MMEL</td>
</tr>
<tr>
<td>Issue 9</td>
<td>14 May 2020</td>
<td>Updated information in Cover Sheet, sections A.III “Technical Characteristics and Operational Limitations” and A.VI “Notes”</td>
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<td>Update of fields “Engines”, “Airspeeds”, “Maximum Certified Weights”, “NOTE 3” and addition of “Note 12” were motivated by modification</td>
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<td>introduced by DCA 0505-000-00110-2018-EASA.</td>
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<td>Update of field “Note 6” included “Phenom 300E” commercial name that was adopted before but was missing update in TCDS.</td>
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<td>Cover sheet was changed to update current Embraer S.A. address</td>
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<tr>
<td>Issue 10</td>
<td>08 Aug 2024</td>
<td>Manufacturer Address Update (Cover Page, Section A – A.I General, Item 4, Section Administrative Item 2).</td>
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<td>State of Design Authority Address Update (Section A – A.I General, Item 5).</td>
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<td>Correction of EASA Type Certification Application Date.</td>
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<td>Item 3 “ANAC certification basis” field update in Section A – A.II Certification basis.</td>
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<td></td>
<td>Item 4 “EASA Airworthiness requirements” field update in Section A – A.II Certification basis according to following details:</td>
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1 - Regulations 23.2010, 23.2500(b), 23.2510, 23.2600(b) and 23.2605(b) and (c) as published in CS 23 issue 05 plus 2 additional ESF “D-101 Motion and Effect of Cockpit Controls” and “G-102 Powerplant Instruments - Normal Operating Range Color and CSC Authority Indication” included in the certification basis due to the introduction of Current Speed Control System in the aircraft;
2 - Special Condition “F-90 Security Protection of Aircraft Systems and Networks” included in the certification basis due to the introduction of Flight Stream 510 (FSS10) in the aircraft;
3 - Special Condition “F-105 Flight Guidance System – Autothrottle under Part 23” included in the certification basis due to the introduction of Autothrottle System in the aircraft;
4 - ESF “G-101 Powerplant Instruments – Normal Operation Range Color” included in the certification basis applicable to the fleet;
5 - Added References to modifications that involve the Special Conditions D-103, D-104, D-105 F-92, F-93, O-01, O-04 and ESF D-101 and D-106.

Item 15 “Maximum Passenger Capacity” field and correspondent Note 7 wording improvement in Section A.III. Technical Characteristics and Operational Limitations.

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