State Aviation Administration of Ukraine

SAAU

TYPE CERTIFICATE DATA SHEET № TJI 0050

Embraer ERJ-190

Models:
- ERJ 190-100 STD
- ERJ 190-100 LR
- ERJ 190-100 IGW
- ERJ 190-100 ECJ
- ERJ 190-200 STD
- ERJ 190-200 LR
- ERJ 190-200 IGW

Issue 1, 28 September 2011

This Data Sheet which is integral part of Type Certificate № TJI 0050 prescribes the conditions and limitations under which the product(s) for which the Type Certificate was granted meet(s) the airworthiness requirements and environmental protection requirements, stated in Certification basis mentioned in this Data Sheet, Chapters II of the Sections 2 and 3.

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<td>Maximum Operating Altitude .................................................. 11</td>
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<td>12.</td>
<td>Baggage/Cargo Compartment ................................................ 12</td>
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<td>Required Equipment .......................................................... 12</td>
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<td>All Weather Capabilities ..................................................... 12</td>
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SECTION 1: GENERAL (ALL VARIANTS)

1. Data Sheet No: TJ 0050

2. Type Certificate Holder: Empresa Brasileira de Aeronautica SA
   Av. Brig. Faria Lima. 2170
   12227-901 São Jose dos Campos SP, Brasil

3. Initial Certifying Authority: Agência Nacional de Aviação Civil Gerência
   General de Certificação de Produtos Aeronáuticos (ANAC)
   P.O. Box 6001
   12228-901 - São Jose dos Campos SP, Brasil

4. Airworthiness Category: LargeAirplane

5. Manufacturer: Empresa Brasileira de Aeronautica SA
   Av. Brig. Faria Lima. 2170
   12227-901 São Jose dos Campos SP, Brasil
SECTION 2: EMBRAER ERJ 190-100 VARIANT

I. General
Models: ERJ 190-100 STD, ERJ 190-100 LR, ERJ 190-100 IGW and ERJ 190-100 ECJ

II. Certification Basis:

1. Reference Application Date for ANAC Certification:
   ERJ 190-100 STD, ERJ 190-100 LR, ERJ 190-100 IGW 
   ERJ 190-100 ECJ 30 May 2001
   16 November 2006

2. ANAC Certification Date:
   ERJ 190-100 STD, ERJ 190-100 LR, ERJ 190-100 IGW 
   ERJ 190-100 ECJ 30 August 2005
   30 October 2007

3. ANAC Certification Basis:
   RBHA 25 (Requisitos de Aeronavegabilidad. Aviões 
de transporte (Airworthiness Standards. Transport 
Category Airplanes), corresponding to 14 CFR Part 25, 
FAA, including amendments 25-1 through 25-101, plus 
the following amendments:
   Amendment 25-102, except paragraph 25.981(c);
   Amendment 25-103, integral;
   Amendment 25-104, integral;
   Amendment 25-105, integral;
   Amendment 25-107, except paragraph 25.735(h);
   Amendment 25-108, integral;
   Amendment 25-109, integral;
   Amendment 25-110, integral;
   Amendment 25-112, integral;
   Amendment 25-113, integral;
   Amendment 25-114, integral;
   Amendment 25-117, integral; and 
   Amendment 25-120, integral.

   Note: ERJ 190-100 ECJ auxiliary fuel tanks complies 
   with amendment 102 paragraph 25.981(c).

4. Application Date for SAAU Certification:
   ERJ 190-100 STD, ERJ 190-100 LR, 
   ERJ 190-100 IGW, ERJ 190-100 ECJ 
   17 April 2009

5. SAAU Certification Date:
   ERJ 190-100 STD, ERJ 190-100 LR, 
   ERJ 190-100 IGW ERJ 190-100 ECJ 
   28 September 2011
6. **SAAU Certification Basis:**


**Equivalent Safety Findings:**

AR 25.415 and AR 25.519(c)  
Ground gust conditions (ref. CRI ST-7)

AR 25.809(a*)  
Emergency exit arrangement (ref. CRI D-6)

AR 25.9  
Automatic Takeoff Thrust Control System (ATTCS) (ref. CRI E-8)

AR 25.1457(g)  
Cockpit voice recorders (ref. CRI A-7)

AR 25.1459(c), (d)(1)  
Flight recorders (ref. CRI A-8)

**Environmental Standards:**


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**III. Technical Characteristics and Operational Limitations**

**Aircraft description:**

Low wing jet airplane with a conventional tail unit configuration, powered by two high bypass turbofan engines mounted on pylons beneath the wings.

The structure is conventional, with aluminum-alloy fuselage, wing, tail-plane and fin; while ailerons, flaps, spoilers, elevator, and rudder are of composite material. The landing gear is retractable tricycle type, twin wheeled, with carbon main landing gear wheel brakes.

1. **Type Design Definition:**

Type Design Standard Document (TDSD).  
Also see item 13 and Note 4.

<table>
<thead>
<tr>
<th>MODEL</th>
<th>TDSD/ANAC</th>
<th>TDSD/EASA</th>
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<tr>
<td>ERJ 190-100 STD</td>
<td>190-100TDSD</td>
<td>190-100TDSD_EASA</td>
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<tr>
<td>ERJ 190-100 LR</td>
<td>190-100TDSD</td>
<td>190-100TDSD_EASA</td>
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<td>ERJ 190-100 IGW</td>
<td>190-100TDSD</td>
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<td>ERJ 190-100 ECJ</td>
<td>190-100TDSD_ECJ</td>
<td>190-100TDSD_ECJ</td>
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2. **Maximum Certified Weights (kg):**

<table>
<thead>
<tr>
<th>MODELS</th>
<th>ERJ 190-100STD</th>
<th>ERJ 190-100 LR</th>
<th>ERJ 190-100IGW</th>
<th>ERJ 190-100 ECJ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramp and Taxi</td>
<td>47950</td>
<td>50460</td>
<td>51960</td>
<td>54700</td>
</tr>
<tr>
<td>Take-Off</td>
<td>47790</td>
<td>50300</td>
<td>47790*</td>
<td>51800</td>
</tr>
<tr>
<td>Landing</td>
<td>43000</td>
<td>43000</td>
<td>44000</td>
<td>45800</td>
</tr>
<tr>
<td>Zero Fuel</td>
<td>40800</td>
<td>40800</td>
<td>40900</td>
<td>36500</td>
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</table>

* If post-mod SB 190-00-0012.

3. **Centre of Gravity Range:**

Refer to approved Airplane Flight Manual (see Subsection IV)

4. **Minimum Flight Crew:**

2 (two): Pilot and Co-pilot for all types of flight

5. **Maximum Seating Capacity:**

114  
The ERJ 190-100 ECJ is limited to 19 Passengers (see Note 3)
6. **Airspeeds:** Refer to approved Airplane Flight Manual (see Subsection IV).

7. **Maximum Operating Altitude:** 12497 m (41000 ft)

8. **Engines:**
   - ERJ 190-100 STD, ERJ 190-100 LR, ERJ 190-100 IGW: 2 (two) General Electric CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1 and CF34-10E7 Turbofan Engines (see Note 1).
   - ERJ 190-100 ECJ: 2 (two) CF34-10E7-B (see Note 1).

   **Engine Limits:** See SAAU Engine TCDS No.TD 0051 or Airplane Flight Manual (see Subsection IV)

9. ** Auxiliary Power Unit (APU):** 1 (One) Hamilton Sundstrand APS2300

   **APU Limits:**
   - Maximum RPM: 108%
   - Maximum EGT: 717°C (continuous), 1032°C (start)

   Other limitations as stated in Hamilton Sundstrand Document No. ESR 1235.

10. **Fuels:** Refer to applicable approved manuals

11. **Oils:** Refer to applicable approved manuals

12. **Baggage/Cargo Compartment:**

    **ERJ 190-100 STD, ERJ 190-100 LR, ERJ 190-100 IGW**

    | Location                  | Class | Volume (m³) | Maximum load (kg) |
    |---------------------------|-------|-------------|-------------------|
    | Front Fwd (Under floor)   | C     | 12.5        | 1 850             |
    | Rear Aft (Under floor)    | C     | 10.1        | 1 850             |

    **ERJ 190-100 ECJ (subject to Cabin completion – see Note 3)**

    | Location                  | Class | Volume, m³ | Maximum load, kg |
    |---------------------------|-------|------------|-----------------|
    | Front Fwd (Under floor)   | C     | 3.42       | 0               |
    | Rear Aft (Under floor)    | C     | 9.14       | 0               |

13. **Required Equipment:** The approved equipment is listed in the EMBRAER Document Reference 190CCC009: Embraer ERJ 190 Build Standard for Airplanes to be delivered to European Countries. Also see Note 4.

14. **All Weather Capabilities:** Category I. Category II requirements provided the airplane is operated in accordance with Supplement 3 to Airplane Flight Manual (see Subsection IV)

15. **Other Limitations:** Refer to approved Airplane Flight Manual (see Subsection IV).
IV. Operating and Maintenance Instructions

1. **For flight operation:**
     (XXX - customiser identification code);
   - General Publication “Operation in Ukraine”, Document No. GP-3850, and

2. **Mandatory Maintenance Instructions:**
   - Aircraft Maintenance Manual (customised to aircraft configuration).
   - Maintenance Review Board Report – MRBR, Document No. 1928, Revision 1 or subsequent EASA approved revision. For the ERJ 190-100 ECJ model the applicable document is the Maintenance Planning Guide (MPG), document 2928.
   - Airworthiness Limitations and Certification Maintenance Requirements, MRBR Document No. 1928:
     Appendix A Part 1 (Certification Maintenance Requirements),
     Appendix A Part 2 (Airworthiness Limitations Inspections),
     Appendix A Part 3 (Fuel System Limitation Items - FSL),
     Appendix A Part 4 (Life Limits Items - LLI).
     For the ERJ 190-100 ECJ model, the Appendix A (Part 1, 2, 3 and 4) of the MPG document 2928 must be considered as reference for mandatory maintenance requirements mentioned above.
   - Structural Repair Manual SRM-1929 is applicable. For the ERJ 190-100 ECJ model - SRM-2773.

3. **Service Letters and Service Bulletins:** As published by Embraer and approved by ANAC.

V. Notes

**Note 1** The CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1, CF34-10E7 and CF34-10E7-B engines designation, as presented in the Engine Parts List, must contain the suffix Gxx, which defines the specific engine configuration. For the ERJ 190-100 and ERJ 190-200 models, the following designations are approved for operation:
- CF34-10E6G03,
- CF34-10E6A1G03,
- CF34-10E5G03,
- CF34-10E5A1G03,
- CF34-10E6G05,
- CF34-10E6A1G05,
- CF34-10E5G05,
- CF34-10E5A1G05,
- CF34-10E7G03,
- CF34-10E7G05,
- CF34-10E6G07,
- CF34-10E6A1G07,
- CF34-10E5G07,
- CF34-10E5A1G07,
- CF34-10E7G07,
- CF34-10E7-G03,
- CF34-10E7-BG05 and
- CF34-10E7-BG07.

The engine nameplate may display the model (example: CF34-10E6) and the Gxx suffix (example: G05) in separate fields.

**Note 2** The PRIMUS EPIC® Load 4.4 or subsequent approved loads have to be installed. For the ERJ 190-100 ECJ the PRIMUS EPIC Load 21.4 or subsequent approved loads have to be installed.
Note 3  The ERJ 190-100 ECJ is initially configured “Green”. The “Green Configuration” type
design does not include passenger provisions. Carriage of persons in the cabin is
permitted when an approved seating arrangement and related required passenger
provisions are incorporated in accordance with Doc 190MSD006 “ERJ 190-100 ECJ
Completion Guidelines”. In relation to demonstrate compliance with Doc 190MSD006,
a maximum basic operating weight & payload – for the purpose of fatigue evaluation –
of 33 386 kg needs to be respected.
The compartment configuration must be approved SAAU.

Note 4  Additional necessary equipment:
- second portable ELT (see CRI A-11);
- place for portable emergency VHF radio installation (see CRI A-11) and
- reinforced cockpit door for commercially operation (see CRI ST-16).

Note 5  Each of the documents listed below that contain a statement that it is approved by the
ANAC are accepted by the SAAU and are considered SAAU approved.
- Embraer SA Service Bulletins and Modifications;
- Structural repair manuals;
- Vendor manuals referenced in Embraer SA service bulletins;
- Airplane Flight Manuals;
- Aircraft Maintenance Manual;
- Repair Instructions.

Note 6  The models ERJ 190-100 are often referred to in Embraer marketing literature as:
- the ERJ 190-100 all models - “EMBRAER 190”;
- the ERJ 190-100 IGW model - “EMBRAER 190 AR”;
- the ERJ 190-100 ECJ model - “Lineage1000”.

These names are strictly marketing designations and are not part of the official models
designation.

Note 7  The noise levels of the airplane models are not greater than the noise level prescribed in
ICAO, Annex 16, Volume I, Part 2, Chapter 3, Amendment 7 noise limits. The noise
levels are presented in Section 5 “Performance” of AFM 1913.
SECTION 3: EMBRAER ERJ 190-200 VARIANT

I. General
Models: ERJ 190-200 STD, ERJ 190-200 LR and ERJ 190-200 IGW

II. Certification Basis:

1. Reference Application Date for ANAC Certification: 31 December 2001

2. ANAC Certification Date: 30 June 2006

3. ANAC Certification Basis:

RBHA 25 (Airworthiness Requirements - Transport Category Aircraft), corresponding to 14 CFR Part 25, including amendments 25-1 through 25-101, plus the following amendments:
Amendment 25-102, except paragraph 25.981(c);
Amendment 25-103, integral;
Amendment 25-104, integral;
Amendment 25-105, integral;
Amendment 25-107, except paragraph 25.735(h);
Amendment 25-108, integral;
Amendment 25-109, integral;
Amendment 25-110, integral;
Amendment 25-111, integral;
Amendment 25-112, integral;
Amendment 25-113, integral;
Amendment 25-114, integral;
Amendment 25-117, integral; and
Amendment 25-120, integral.

4. Application Date for SAAU Certification: 17 April 2009

5. SAAU Certification Date: 28 September 2011

6. SAAU Certification Basis:

“Airworthiness requirements for civil airplanes transport category. Part 25.”
(AR-25), Amendment 5.

Equivalent Safety Findings:
AR 25.415 and AR 25.519(c) Ground gust conditions (ref. CRI ST-7)
AR 25.809(a*) Emergency equipment construction (ref. CRI D-6)
AR 25.904 Lack on/off switch for ATTCS system (ref. CRI E-8)
AR 25.1457(g) Cockpit voice recorders (ref. CRI A-7)
AR 25.1459(c), (d)(1) Flight recorders (ref. CRI A-8)

Environmental Standards:
ICAO Annex 16:
Volume I : Noise (third edition, July 1993),
III. Technical Characteristics and Operational Limitations

Aircraft description:

Low wing jet airplane with a conventional tail unit configuration, powered by two high bypass turbofan engines mounted on pylons beneath the wings.

The structure is conventional, with aluminum-alloy fuselage, wing, tail-plane and fin; while ailerons, flaps, spoilers, elevator, and rudder are of composite material. The landing gear is retractable tricycle type, twin wheeled, with carbon main landing gear wheel brakes.

1. **Type Design Definition:**
   - Type Design Standard Document (TDSD).
   - Also see item 13 and Note 3.

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<th>MODELS</th>
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<th>TDSD/EASA</th>
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<td>190-200TDSD</td>
<td>190-200TDSD EASA</td>
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<td>ERJ 190-200 LR</td>
<td>190-200TDSD</td>
<td>190-200TDSD EASA</td>
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<td>ERJ 190-200 IGW</td>
<td>190-200TDSD</td>
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2. **Maximum Certified Weights (kg):**

<table>
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<tr>
<th>MODELS</th>
<th>ERJ 190-200STD</th>
<th>ERJ 190-200 LR</th>
<th>ERJ 190-200IGW</th>
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<tr>
<td>Ramp and Taxi</td>
<td>48950</td>
<td>50950</td>
<td>52450</td>
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<tr>
<td>Take-Off</td>
<td>48790</td>
<td>50790</td>
<td>52290</td>
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<tr>
<td>Landing</td>
<td>45000</td>
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<td>45800</td>
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<tr>
<td>Zero Fuel</td>
<td>42500</td>
<td>42500</td>
<td>42600</td>
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3. **Centre of Gravity Range:**

Refer to approved Airplane Flight Manual (see Subsection IV)

4. **Minimum Flight Crew:**

2 (two): Pilot and Co-pilot for all types of flight

5. **Maximum Seating Capacity:**

124

6. **Airspeeds:**

Refer to approved Airplane Flight Manual (see Subsection IV).

7. **Maximum Operating Altitude:**

12497 m (41000 ft)

8. **Engines:**

- ERJ 190-200 STD, ERJ 190-200 LR,
- ERJ 190-200 IGW

- 2 (two) General Electric CF34-10E5,
  - CF34-10E5A1, CF34-10E6, CF34-10E6A1 and
  - CF34-10E7 Turbofan Engines (see Note 1).

**Engine Limits:**

See SAAU Engine TCDS No.TJD 0051
or Airplane Flight Manual
(see Subsection IV)

9. **Auxiliary Power Unit (APU):**

1 (One) Hamilton Sundstrand APS2300

**APU Limits:**

- Maximum RPM: 108%
- Maximum EGT: 717°C (continuous)
- 1032°C (start)

Other limitations as stated in Hamilton Sundstrand Document No. ESR 1235.
10. **Fuels:** Refer to applicable approved manuals

11. **Oils:** Refer to applicable approved manuals

12. **Baggage/Cargo Compartment:**

<table>
<thead>
<tr>
<th>Location</th>
<th>Class</th>
<th>Volume, m³</th>
<th>Maximum load, kg</th>
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<tr>
<td>Front Fwd (Under floor)</td>
<td>C</td>
<td>13.8</td>
<td>1 900</td>
</tr>
<tr>
<td>Rear Aft (Under floor)</td>
<td>C</td>
<td>12.7</td>
<td>1 800</td>
</tr>
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13. **Required Equipment:** The approved equipment is listed in the EMBRAER Document Reference 190CCC009: Embraer ERJ 190 Build Standard for Airplanes to be delivered to European Countries. Also see Note 3.

14. **All Weather Capabilities:** Category I. Category II requirements provided the airplane is operated in accordance with Supplement 3 to Airplane Flight Manual (see Subsection IV)

15. **Other Limitations:** Refer to approved Airplane Flight Manual (see Subsection IV).

**IV. Operating and Maintenance Instructions**

1. **For flight operation:**
   - Airplane Flight Manual, Document No. AFM 1913-XXX (XXX - customiser identification code);
   - General Publication “Operation in Ukraine”, Document No. GP-3850, and

2. **Mandatory Maintenance Instructions:**
   - Aircraft Maintenance Manual (Customised to aircraft configuration).
   - Maintenance Review Board Report – MRBR, Document No. MRB 1928, Revision 1 or subsequent EASA approved revision.
   - Airworthiness Limitations and Certification Maintenance Requirements, MRBR Document No. 1928:
     - Appendix A Part 1 (Certification Maintenance Requirements),
     - Appendix A Part 2 (Airworthiness Limitations Inspections),
     - Appendix A Part 3 (Fuel System Limitation Items - FSL),
     - Appendix A Part 4 (Life Limits Items - LLI).
   - Structural Repair Manual SRM-1929 is applicable.
3. **Service Letters and Service Bulletins**: As published by Embraer and approved by ANAC.

V. **Notes**

**Note 1** The CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1 and CF34-10E7 engines designation, as presented in the Engine Parts List, must contain the suffix Gxx, which defines the specific engine configuration. For the ERJ 190-100 and ERJ 190-200 models, the following designations are approved for operation: CF34-10E6G03, CF34-10E6A1G03, CF34-10E5G03, CF34-10E5A1G03, CF34-10E6G05, CF34-10E6A1G05, CF34-10E5G05, CF34-10E5A1G05, CF34-10E7G03, CF34-10E7G05, CF34-10E6G07, CF34-10E6A1G07, CF34-10E5G07, CF34-10E5A1G07 and CF34-10E7G07. The engine nameplate may display the model (example: CF34-10E6) and the Gxx suffix (example: G05) in separate fields.

**Note 2** The PRIMUS EPIC® Load 4.4 or subsequent approved loads have to be installed.

**Note 3** Additional necessary equipment:
- second portable ELT (see CRI A-11);
- place for portable emergency VHF radio installation (see CRI A-11) and
- reinforced cockpit door for commercially operation (see CRI ST-16).

**Note 4** Each of the documents listed below that contain a statement that it is approved by the ANAC are accepted by the SAAU and are considered SAAU approved.
- Embraer SA Service Bulletins and Modifications;
- Structural repair manuals;
- Vendor manuals referenced in Embraer SA service bulletins;
- Airplane Flight Manuals;
- Aircraft Maintenance Manual;
- Repair Instructions.

**Note 5** The models ERJ 190-200 are often referred to in Embraer marketing literature as:
- the ERJ 190-200 all models - “EMBRAER 195”;
- the ERJ 190-200 IGW model - “EMBRAER 195 AR”;

These names are strictly marketing designations and are not part of the official models designation.

**Note 6** The noise levels of the airplane models are not greater than the noise level prescribed in ICAO, Annex 16, Volume I, Part 2, Chapter 3, Amendment 7 noise limits. The noise levels are presented in Section 5 “Performance” of AFM 1913.

The End

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