

型号认可数据单

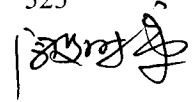
TYPE VALIDATION DATA SHEET

No: VTC-0073A

改版 (Revision) : 2

型号 (Type) : 525

批准人 (Approved by) :



日期 (Date) : 2007-10-19

本型号认可数据单, 作为型号认可证 No. VTC-073A 的一部分, 规定一些条件和限制, 在此条件和限制下, 获得本型号认可证的产品满足中国民用航空规章的适航要求。

This Type Validation Data Sheet, which is part of Validation of Type Certificate No. VTC-073A, prescribes the conditions and limitations under which the product(s) for which the Validation of Type Certificate was granted meet(s) the airworthiness requirements of Chinese Civil Aviation Regulation.

型号合格证持有人:

型号

Type Certificate Holder:

Models

Cessna Aircraft Company

525

P. O. Box 7704

Wichita, Kansas 67277

美国联邦航空局型号合格证 No. A1WI 颁发日期: 1992 年 10 月 15 日; CAAC 型号认可证 No. VTC-073A 颁发日期: 1997 年 11 月 12 日。

FAA 型号合格证数据单 No. A1WI, 改版 11, 颁发日期: 2001 年 7 月 9 日。CAAC 型号认可数据单 No. VTC-073A, 改版 0, 颁发日期: 2005 年 1 月 4 日。

FAA 型号合格证数据单 No. A1WI, 改版 16, 颁发日期: 2006 年 2 月 23 日。CAAC 型号认可数据单 No. VTC-073A, 改版 1, 颁发日期: 2006 年 11 月 23 日。

FAA 型号合格证数据单 No. A1WI, 改版 17, 颁发日期: 2007 年 4 月 18 日。CAAC 型号认可数据单 No. VTC-0073A, 改版 2, 颁发日期: 2007 年 10 月 19 日。

FAA Type Certificate No. A1WI, Date of Issue: October 15, 1992; CAAC Validated Type Certificate No. VTC-073A, Date of Issue: November 12, 1997.

FAA Type Certificate Data Sheet No. A1WI, Revision 11, Issue Date: July 9, 2001; CAAC Validated Type Certificate Datasheet No. VTC-073A, Rev 0, Date of Issue: January 4, 2005.

FAA Type Certificate Data Sheet No. A1WI, Revision 16, Issue Date: Feb. 23, 2006; CAAC Validated Type Certificate Datasheet No. VTC-073A, Rev 1, Date of Issue: November 23, 2006.

FAA Type Certificate Data Sheet No. A1WI, Revision 17, Issue Date: April. 18, 2007; CAAC Validated Type Certificate Datasheet No. VTC-0073A, Rev 2, Date of Issue: October 19, 2007.

型号数据

Type Data:

525 型, CitationJet, (正常类), FAA 于 1992 年 10 月 15 日批准, CAAC 于 1997 年 11 月 12 日认可。

Model 525, CitationJet, (Normal Category), Approved October 15, 1992 by FAA, validated November 12, 1997 by CAAC.

<u>发动机</u>	两台 Williams International, L.L.C.的 FJ44-1A 涡扇发动机(525-0001 至 525-0599) 两台 Williams International, L.L.C.的 FJ44-1AP 涡扇发动机(525-0600 及以后)
<u>Engine</u>	Two Williams International, L.L.C. FJ44-1A turbofans (525-0001 through 525-0599) Two Williams International, L.L.C. FJ44-1AP turbofans (525-0600 and On)
<u>燃油</u>	商用煤油 Jet A, Jet A-1, Jet B, JP-4, JP-5, JP-8 或 Jet 3。MIL-I-27686 或 MIL-I-85470 或 T1301 防冰添加剂必须按体积比不小于 0.10% 和不大于 0.15 % 在航空器燃油中混合使用(525-0001 至 525-0599)。 商用煤油 Jet A, Jet A-1, JP-5, JP-8 或 Jet 3 (525-0600 及以后)。
<u>Fuel</u>	Fuel Commercial kerosene Jet A, Jet A-1, Jet B, JP-4, JP-5, JP-8 or Jet 3. MIL-I-27686 or MIL-I-85470 or T1301 anti-icing additive must be blended into the aircraft fuel in concentrations not less than 0.10 percent or more than 0.15 percent by volume. (525-0001 through 525-0599) Commercial kerosene Jet A, Jet A-1, JP-5, JP-8 or Jet 3. (525-0600 and On)
<u>发动机限制</u>	标准日海平面静推力: 起飞(525-0001 至 525-0599) 1900 磅 起飞(525-0600 及以后) 1965 磅 最大允许的发动机转子使用速度 (起飞和最大连续): N1 (风扇) (525-0001 至 525-0599) 104.4% (100%=17,245 RPM) N2 (燃气发生器) (525-0001 至 525-0599) 99.3% (100%=41,200RPM) N1 (风扇) (525-0600 及以后) 102.64% (100%=17,245 RPM) N2 (燃气发生器) (525-0600 及以后) 100.0% (100%=41,200RPM) 最大允许的涡轮间燃气温度: 起飞(525-0001 至 525-0599) 820°C 最大连续(525-0001 至 525-0599) 796°C 瞬间 (起动 5 秒) (525-0001 至 525-0599) 1000°C 起飞(525-0600 及以后) 855°C (5 分, 10 分 OEI)

最大连续(525-0600 及以后)	835℃
瞬间（起动 15 秒）(525-0600 及以后)	1000℃

Engine Limits

Engine Limits Static thrust standard day, sea level

Takeoff (525-0001 through 525-0599)	1900 lb.
Takeoff (525-0600 and On)	1965 lb.

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

N ₁ (fan) (525-0001 through 525-0599)	104.4% (100% = 17,245 rpm)
N ₂ (Gas Gen.) (525-0001 through 525-0599)	99.3% (100% = 41,200 rpm)
N ₁ (fan) (525-0600 and On)	102.64% (100% = 17,245 rpm)
N ₂ (Gas Gen.) (525-0600 and On)	100.0% (100% = 41,200 rpm)

Max. permissible interturbine gas temperatures:

Takeoff (525-0001 through 525-0599)	820 Degrees C
Max. continuous (525-0001 through 525-0599)	796 Degrees C
Transient (starting 5 sec.) (525-0001 through 525-0599)	1000 Degrees C
Takeoff (525-0600 and On)	855 Degrees C (5 min. 10 min OEI)

Max. continuous (525-0600 and On)	835 Degrees C
Transient (starting 15 sec.) (525-0600 and On)	1000 Degrees C

空速限制

V_{mo}（最大使用）

海平面到 30,500 英尺	263 KIAS（260 KCAS）
MMO 高于 30,500 英尺	0.71M ₁ （0.70 校准马赫数）

V_a（海平面机动）

10,400 磅（525-0001 至 525-0359）	183KIAS（182 KCAS）
10,600 磅（525-0360 至 525-0599）	185KIAS（184KCAS）
随重量、高度的变化见 AFM	
10,700 磅（525-0600 及以后）	186KIAS（185KCAS）
随重量、高度的变化见 AFM	

V _b （最大突风强度时速度）	217 KIAS（215 KCAS）
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V_{FE}（襟翼放下）

15 度（起飞和进近）	200 KIAS（198 KCAS）
35 度（着陆）	161 KIAS（160 KCAS）
60 度（地面襟翼）	空中禁止

<u>Airspeed limitations</u>	V _{mca} (最小操纵速度) 空中	
	(525-0001 至 525-0599)	92 KIAS (91 KCAS)
	(525-0600 及以后) 襟翼 0	86 KIAS (87 KCAS)
	(525-0600 及以后) 襟翼 15	77 KIAS (80 KCAS)
	V _{mcg} (最小操纵速度) 地面	
	525-0001 至 525-0359	95 KIAS (93 KCAS)
	525-0360 至 525-0599	93 KIAS (93 KCAS)
	525-0600 及以后	89KIAS (92 KCAS)
	V _{LO} (起落架操作)	
	放下(525-0001 及以后)	186KIAS (185 KCAS)
	收上(525-0001 至 525-0457)	186KIAS (185 KCAS)
	收上(525-0458 及以后)	175KIAS (174KCAS)
	V _{LE} (起落架放下)	186 KIAS (185 KCAS)
	V _{SB} (速度刹车打开)	有襟翼或无襟翼的任何速度
	最大自动驾驶操作速度	
	海平面到 30,500 英尺	263 KIAS (260KCAS)
	高于 30,500 英尺	0.71 M _I (0.70 校准马赫数)
	最大轮胎地面速度	165 节
	V _{mo} (maximum operating)	
	Sea level to 30,500 ft.	263 KIAS (260 KCAS)
	M _{mo} above 30,500 ft.	0.71 M _I (0.70 Mach calibrated)
	V _a (maneuvering sea level)	
	10,400 lb. (525-0001 through 525-0359)	183 KIAS (182 KCAS)
	10,600 lb. (525-0360 through 525-0599)	185 KIAS (184 KCAS)
	<i>See AFM for variations with weight and altitude.</i>	
	10,700 lb. (525-0600 and On)	186 KIAS (185 KCAS)
	<i>See AFM for variations with weight and altitude.</i>	
	V _b (speed for max. gust intensity)	217 KIAS (215 KCAS)
	V _{Fe} (Flaps extended)	
	15 degrees (takeoff & approach)	200 KIAS (198 KCAS)
	35 degrees (landing)	161 KIAS (160 KCAS)
	60 degrees (ground flaps)	prohibited in flight

Vmca (Minimum control speed) Air	
(525-0001 through 525-0599)	92 KIAS (91 KCAS)
(525-0600 and On) Flaps 0	86 KIAS (87 KCAS)
(525-0600 and On) Flaps 15	77 KIAS (80 KCAS)
Vmcg (Minimum control speed) Ground	
525-0001 through 525-0359	95 KIAS (93 KCAS)
525-0360 through 525-0599	93 KIAS (93 KCAS)
525-0600 and On	89 KIAS (92 KCAS)
V _{LO} (landing gear operating)	
Extending (525-0001 and On)	186 KIAS (185 KCAS)
Retracting(525-0001 through 525-0457)	186 KIAS (185 KCAS)
Retracting(525-0458 and On)	175 KIAS (174 KCAS)
V _{LE} (landing gear extended)	186 KIAS (185 KCAS)
V _{SB} (speed brakes extended)	Any speed with or without flaps
Maximum autopilot operating speed	
Sea level to 30,500 ft.	263 KIAS (260 KCAS)
Above 30,500 ft.	0.71 M _I (0.70 MACH calibrated)
Maximum tire ground speed 165 knots	

重心范围: (起落架放下) 设计重心限制

适用于飞机 S/N 525-0001 至 525-0359:

前限制: 从 10,500 磅时的基准线后方 244.14 英寸(22.29% MAC)线性变化到 10,400 磅时的基准线后方 244.04 英寸 (22.14% MAC), 至 8,800 磅时的基准线后方 242.43 英寸 (19.81% MAC); 从 8,800 磅时的基准线后方 242.43 英寸 (19.81% MAC) 线性变化到 7,700 磅时的基准线后方 240.14 英寸 (16.50% MAC); 在 7,700 磅或以下时为基准线后方 240.14 英寸 (16.50% MAC)。

后限制: 在 10,500 磅或以下时为基准线后方 248.78 英寸 (29.00% MAC)。

适用于飞机 S/N 525-0360 至 525-0599:

前限制: 从 10,700 磅时的基准线后方 244.34 英寸(22.58% MAC)线性变化到 10,600 磅时的基准线后方 244.24 英寸 (22.43% MAC), 到 8,800 磅时的基准线后方 244.43 英寸 (19.81% MAC); 从 8,800 磅时的基准线后方 242.43 英寸 (19.81% MAC) 线性变化到 7,700 磅时的基准线后方 240.14 英寸 (16.50% MAC); 在 7,700 磅或以下时为基准线后方 240.14 英寸 (16.50% MAC)。

后限制: 在 10,700 磅或以下时为基准线后方 248.78 英寸 (29.00% MAC)。

适用于飞机 S/N 525-0600 及以后:

前限制: 从 10,800 磅时的基准线后方 244.44 英寸(22.72% MAC)线性变化到 10,700

磅时的基准线后方 244.34 英寸 (22.58% MAC)，到 8,800 磅时的基准线后方 242.43 英寸 (19.81% MAC)；从 8,800 磅时的基准线后方 242.43 英寸 (19.81% MAC) 线性变化到 7,700 磅时的基准线后方 240.14 英寸 (16.50% MAC)；在 7,700 磅或以下时为基准线后方 240.14 英寸 (16.50% MAC)。

后限制：在 10,800 磅或以下时为基准线后方 248.43 英寸 (28.50% MAC)。

起落架收上力臂为 (+632.65) 英寸磅。

C.G. Range (Landing Gear Extended) Design C.G. Limits:

Applicable to airplanes S/N 525-0001 through 525-0359:

Forward Limits: Linear variation from 244.14 in. aft of datum (22.29% MAC) at 10,500 lb. to 244.04 in. aft of datum (22.14% MAC) at 10,400 lb. to 242.43 in. aft of datum (19.81% MAC) at 8,800 lb.; Linear variation from 242.43 in. aft of datum (19.81% MAC) at 8,800 lb. to 240.14 in. aft of datum (16.50% MAC) at 7,700 lb.; 240.14 in. aft of datum (16.50% MAC) at 7,700 lb. or less.

Aft Limits: 248.78 in. aft of datum (29.00 % MAC) at 10,500 lb. or less.

Applicable to airplanes S/N 525-0360 through 525-0599:

Forward Limits: Linear variation from 244.34 in. aft of datum (22.58% MAC) at 10,700 lb. to 244.24 in. aft of datum (22.43% MAC) at 10,600 lb. to 242.43 in. aft of datum (19.81% MAC) at 8,800 lb.; Linear variation from 242.43 in. aft of datum (19.81% MAC) at 8,800 lb. to 240.14 in. aft of datum (16.50% MAC) at 7,700 lb.; 240.14 in. aft of datum (16.50% MAC) at 7,700 lb. or less.

Aft Limits: 248.78 in. aft of datum (29.00 % MAC) at 10,700 lb. or less.

Applicable to airplanes S/N 525-0600 and On:

Forward Limits: Linear variation from 244.44 in. aft of datum (22.72% MAC) at 10,800 lb. to 244.34 in. aft of datum (22.58% MAC) at 10,700 lb. to 242.43 in. aft of datum (19.81% MAC) at 8,800 lb.; Linear variation from 242.43 in. aft of datum (19.81% MAC) at 8,800 lb. to 240.14 in. aft of datum (16.50% MAC) at 7,700 lb.; 240.14 in. aft of datum (16.50% MAC) at 7,700 lb. or less.

Aft Limits: 248.43 in. aft of datum (28.50 % MAC) at 10,800 lb. or less.

Landing Gear retracting moment (+632.65) in-lb.

空机时重心范围 无

Empty Wt C.G. Range None

平均气动弦长 69.078 英寸 (MAC 的前缘在基准线后部 228.745 英寸)
MAC 69.078 in. (L.E. of MAC at +228.745 in. aft of datum)

最大重量	S/N 525-0001 至 525-0359	S/N 525-0359 至 10,600 磅	S/N 525-0600 及以 后
起飞	10,400 磅	9,800 磅	10,700 磅
着陆	9,700 磅	8,400 磅	9,900 磅
零燃油	8,400 磅	10,700 磅	8,400 磅
停机坪	10,500 磅		10,800 磅

Maximum Weight	S/N 525-0001 though 525-0359	S/N 525-0360 though 525-0599	S/N 525-0600 and On
Takeoff	10,400 lb.	10,600 lb.	10,700 lb.
Landing	9,700 lb.	9,800 lb.	9,900 lb.
Zero fuel	8,400 lb.	8,400 lb.	8,400 lb.
Ramp	10,500 lb.	10,700 lb.	10,800 lb.

所有飞行最小机组 (驾驶舱设备/布置限制见注释 5)
一名驾驶员 (在左座) 加上 FAA 批准的飞机飞行手册的限制章节中包含的
运营设备清单类别 (KOEL) 中规定的附加设备
或
一名驾驶员和一名副驾驶

Minimum 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 Kinds of Operations Equipment List (KOEL) contained in the Limitations Section of the FAA Approved Airplane Flight Manual
OR
One pilot and one copilot

座位数 最多 8 位 (2 名机组加 6 名乘客座椅)
Number of Seats Maximum eight (two crew plus six passenger seats)

最大行李 (525-0001 至 525-0599)
机鼻舱 400 磅 (基准线后方+74.0 英寸)
后舱 100 磅 (基准线后方+270.70 英寸)
尾锥 325 磅 (基准线后方+356.50 英寸)

(525-0600 及以后)
机鼻舱 400 磅 (基准线后方+74.0 英寸)
尾锥 325 磅 (基准线后方+356.50 英寸)

Maximum Baggage	(525-0001 through 525-0599)		
	Nose compartment	400 lb. (+ 74.0 in. aft of datum)	
	Aft cabin	100 lb. (+270.70 in. aft of datum)	
	Tailcone	325 lb. (+356.50 in. aft of datum)	
	(525-0600 and On)		
	Nose compartment	400 lb. (+ 74.0 in. aft of datum)	
	Tailcone	325 lb. (+356.50 in. aft of datum)	
<u>燃油量（可用）</u>	总的可用燃油3220磅（477加仑）。两个各有1,610磅（238.5加仑）可用燃油的机翼油箱。（不可用燃油见注释1） 基准线后部+252.99英寸		
<u>Fuel Capacity</u> (usable)	Total usable fuel 3220 lb. (477 gal). Two wing tanks with 1,610 lbs. (238.5 gal) usable each; (see NOTE 1 for unusable) +252.99 in. aft of datum		
<u>滑油量（可用）</u>	(525-0001 至 525-0599) - 装于每台发动机的滑油箱：每台发动机 2.0 夸脱可用； 基准线后部+312.30 英寸；（见注释 1） (525-0600 及以后) - 装于每台发动机的滑油箱：每台发动机 3.4 夸脱可用； 基准线后部+314.74 英寸；（见注释 1）		
<u>Oil Capacity</u> (usable)	(525-0001 through 525-0599) - Tank mounted on each engine: 2.0 quarts usable each engine; +312.30 in. aft of datum; (see NOTE 1) (525-0600 and On) - Tank mounted on each engine: 3.4 quarts usable each engine; +314.74 in. aft of datum; (see NOTE 1)		
最大使用高度	41,000英尺		
Maximum Operating Altitude	41,000 ft.		
<u>操纵面位移</u>	升降舵	向上	20+1/-1°(525-0001至525-0599)
		向上	18.5+0/-0.5°(525-0600及以后)
		向下	15+/-1°
	升降舵调整片（安定面在+1°）	向上	12+/-1°
		向下	20+/-1°
	方向舵	向右	30+/-1°
		向左	30+/-1°
	方向舵配平片	向右	20+/-1°
		向左	20+/-1°

副翼	向上	23.5+/-1°
	向下	20.5+/-1°
副翼调整片	向上	20+/-1°
	向下	18+/-1°
襟翼	向上	0+/-1°
	起飞/进近	15+1/-1°
	着陆	35+/-1°
	地面	60+/-1°
速度刹车—上面	向上	0到49+/-2°
—下面	向下	0到68+/-2°
反推衰减器	未作动	-6+/-1°(525-0001至525-0599)
(相对发动机长轴)		
反推衰减器	作动	54+/-1°(525-0001至525-0599)
(相对发动机长轴)		

525-0600及以后没有反推衰减器
调整指南见飞机维修手册

Control Surface Movements	Elevator	Up 20 +0/-1 degrees (525-0001 through 525-0599) Up 18.5 +0/-1.5 degrees (525-0600 and On) Down 15 +/-1 degrees
	Elevator Trim Tab	Up 12 +/-1 degrees Down 20 +/-1 degrees
	Rudder	Right 30 +/-1 degrees Left 30 +/-1 degrees
	Rudder Trim Tab	Right 20 +/-1 degrees Left 20 +/-1 degrees
	Aileron	Up 23.5 +/-1 degrees Down 20.5 +/-1 degrees
	Aileron Trim Tab	Up 20 +/-1 degrees Down 18 +/-1 degrees
	Wing Flap	Up 0 +/-1 degrees T.O./Appr. 15 +1/-1 degrees Land 35 +/-1 degrees Ground 60 +/-1 degrees
	Speed Brakes - Upper	Up 0 to 49 +/-2 degrees
	Speed Brakes - Lower	Down 0 to 68 +/-2 degrees
	Thrust Attenuators (Ref to Engine Long. axis)	Stow -6 +/-1 degrees(525-0001 through 525-0599)
	Thrust Attenuators (Ref to Engine Long. axis)	Deploy 54 +/-1 degrees(525-0001 through 525-0599)

Thrust Attenuators not applicable (525-0600 and On)
See Airplane Maintenance Manual for rigging instructions.

适用的序号	525-0001 及以后
Serial Nos. Eligible	525-0001 and up
基准	前增压隔框前表面的前方 94.0 英寸处。
Datum	94.0 in. forward of the front face of the forward pressure bulkhead.
调平方法	纵向—FS 151.00 后方左侧上地板面。 横向—FS152 后方左侧和右侧上地板面
Leveling Means	Longitudinal - Left hand upper floorboard aft of FS 151.00. Lateral - Left hand and right hand upper floorboard aft of FS 152.00.

FAA 型号合格审定基础

- (1)(a) (525-0001 至 525-0599)
联邦航空条例 23 部, 修正案 23-1 至 23-38 和 23-40;
- (1)(b) (525-0600 及以后)
联邦航空条例 23 部, 修正案 23-1 至 23-38 和 23-40; 除了以下适用于发动机和 FADEC 的条款:
14 CFR 23.611, 23.777, 23.779, 23.781, 23.865, 23.867, 23.901, 23.903, 23.939, 23.943, 23.951, 23.955, 23.961, 23.973, 23.1011, 23.1013, 23.1019, 23.1021, 23.1041, 23.1043, 23.1045, 23.1091, 23.1093, 23.1103, 23.1111, 23.1121, 23.1123, 23.1141, 23.1143, 23.1145, 23.1163, 23.1181, 23.1182, 23.1183, 23.1189, 23.1191, 23.1193, 23.1195, 23.1203, 23.1301, 23.1305, 23.1309, 23.1337, 23.1521, 23.1549, 23.1583 修正案 23-1 至 23-38, 及修正案 23-40 至 23-54。
- (2) (a) (525-0001 至 525-0599)
FAR 36 部, 1969 年 12 月 1 日生效, 修正案 36-1 至 36-18;
- (2) (b) (525-0600 及以后)
FAR 36 部, 1969 年 12 月 1 日生效, 修正案 36-1 至 36-25;
- (3) (a) (525-0001 至 525-0599)
FAR 34 部, 1990 年 9 月 10 日生效;
- (3) (b) (525-0600 及以后)
FAR 34 部, 1990 年 9 月 10 日生效, 涡轮发动机动力飞机燃油通风和排气排泄规定, 修正案 34-1 至 34-3。
- (4) 符合 FAA 的 1972 年噪音控制措施;
- (5) 以下专用条件:
(a) 23-ACE-55, 有关以下附加要求:
排烟, 电子系统防闪电和高强度辐射电磁场 (HIRF) 和闪电, 电子飞行仪表指示, 反推衰减系统, 发动机灭火系统, 性能 (包括起飞, 起飞速度, 加速—停止, 起飞航迹, 起飞距离和起飞加速, 起飞飞行航迹, 一发不工作爬升, 最小操纵速度, 配平, 纵向静稳定性, 横航向静稳定性, 失速, 失速警告, 振动和抖振, 高速特性, 空速

指示系统，静压系统，最大使用速度限制，最小飞行机组，使用限制，使用程序，性能信息，空速指示，对自然层流翼型的影响，定义，AFM 批准的信息。

(6) 以下豁免

(a) 给予豁免 No. 5759, 高于 18,000 英尺时使用放松的“荷兰滚”阻尼准则代替 FAR 23.181(b)的阻尼准则。

(7) 以下等效安全（适用于飞机 S/N 525-0360 及以后装有 Collins Proline 21 发动机仪表电子指示的飞机）：

(a) ACE-00-01：FAR 23.1305(c)(2), (c)(5), 和 23.1549(a)至(d)，高压涡轮速度（N2）和燃油流量指示的直接阅读和只有数字式的指示。

(8) 已经按照 FAR 23.1416 和 23.1419 演示防冰符合性。

申请 FAA 型号合格证日期为 1990 年 2 月 14 日。型号合格证 A1WI 于 1992 年 10 月 15 日颁发，制造人用联邦航空条例 21 部的 DOA 程序获得。525 型由赛斯纳飞机机组装图 6300000 定义。

Certification Basis of
FAA

(1)(a) (525-0001 through 525-0599)

Title 14, Part 23 of the Code of Federal Regulations effective February 1, 1965, as amended by Amendments 23-1 through 23-38, and 23-40;

(1)(b) (525-0600 and On)

Title 14, Part 23 of the Code of Federal Regulations effective February 1, 1965, as amended by Amendments 23-1 through 23-38, and 23-40; except the following paragraphs applicable for Engines and FADECs:

14 CFR 23.611, 23.777, 23.779, 23.781, 23.865, 23.867, 23.901, 23.903, 23.939, 23.943, 23.951, 23.955, 23.961, 23.973, 23.1011, 23.1013, 23.1019, 23.1021, 23.1041, 23.1043, 23.1045, 23.1091, 23.1093, 23.1103, 23.1111, 23.1121, 23.1123, 23.1141, 23.1143, 23.1145, 23.1163, 23.1181, 23.1182, 23.1183, 23.1189, 23.1191, 23.1193, 23.1195, 23.1203, 23.1301, 23.1305, 23.1309, 23.1337, 23.1521, 23.1549, 23.1583 as amended through Amendment 23-1 through 23-38, and 23-40 through 23-54.

(2)(a) (525-0001 through 525-0599)

Part 36 of Title 14 of the Code of Federal Regulations effective December 1, 1969, as amended by Amendments 36-1 through 36-18

(2)(b) (525-0600 and On)

Part 36 of Title 14 of the Code of Federal Regulations effective December 1, 1969, as amended by Amendments 36-1 through 36-25

(3)(a) (525-0001 through 525-0599)

Part 34 of Title 14 of the Code of Federal Regulations effective September 10, 1990;

(3)(b) (525-0600 and On)

14 CFR Part 34 effective September 10, 1990, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes, as amended by Amendments 34-1 through 34-3.

(4) Compliance with the Noise Control Act of 1972;

(5) Special Conditions as follows:

(a) 23-ACE-55, additional requirements for:

Smoke evacuation, protection of electronic systems from lightning and high intensity radiated electromagnetic fields (HIRF) and lightning, electronic flight instrument displays, thrust attenuating systems, engine fire extinguishing system, performance (including takeoff, takeoff speeds, accelerate-stop, takeoff path, takeoff distance and takeoff run, takeoff flight path, climb one engine inoperative, minimum control speed, trim, static longitudinal stability, static directional and lateral stability, stall, stall warning, vibration and buffeting, high speed characteristics, airspeed indicating system, static pressure system, maximum operating speed limit, minimum flight crew, operating limitations, operating procedures, performance information, airspeed indicator, effects of contamination on Natural Laminar Flow airfoils, definitions, and AFM approved information.

(6) Exemption as follows:

(a) Exemption No. 5759 granted to use a relaxed "Dutch Roll" damping criteria above 18,000 feet in lieu of damping criteria of FAR § 23.181(b).

(7) Equivalent level of safety as follows (Applicable to airplanes S/N 525-0360 and On equipped with Collins Proline 21 electronic displays of engine instruments):

(a) Number ACE-00-01: FAR §§ 23.1305(c)(2), (c)(5), and 23.1549(a) through (d), direct reading, digital only displays for the high-pressure turbine speed (N2), and fuel flow indications.

(8) Compliance with ice protection has been demonstrated in accordance with FAR §§ 23.1416 and 23.1419.

Application for FAA type certificate dated February 14, 1990. Type Certificate A1WI issued October 15, 1992, obtained by the manufacturer using Delegation Option Authorization Procedures of Part 21 of the Federal Aviation Regulations. The Model 525 is defined by Cessna Airplane Assembly Drawing Number 6300000.

<u>CAAC 认可审定基础</u>	CAAC 接受 FAA 审定基础作为认可审定基础。申请 CAAC 型号认可证日期为 1997 年 2 月 17 日。												
<u>Validation Basis of CAAC</u>	CAAC accepts FAA Certification Basis as Validation Basis. Application for CAAC validated type certificate dated February 17, 1997.												
<u>生产基础</u>	颁发生产许可证 PC-4，授权 DOA 制造人 No. DOA-230428-CE (CE-3) 按照联邦航空条例 21 部的 DOA 程序颁发适航证。												
<u>Production Basis</u>	Production Certificate No. 4 issued and Delegation Option Authorization Manufacturer No. DOA-230428-CE (CE-3) authorized to issue Airworthiness Certificates under Delegation Option Authorization Procedures of Part 21 of the Federal Aviation Regulations.												
<u>设备</u>	相关适航规章（见认可审定基础）中规定的基本要求设备必须被安装于审定的航空器。												
<u>Equipment</u>	The Basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification.												
注释1	带有包括在审定空重内的设备清单的当前重量和平衡信息以及装载指南必须在飞机初始审定时被提供给每架飞机的FAA批准的飞机飞行手册（AFM）中。 审定空重和相应的重心位置必须包括： <table> <tr> <td>不可用燃油(525-0001及以后)</td><td>30.64磅，+260.19英寸处</td></tr> <tr> <td>全部滑油(525-0001 至 525-0599)</td><td>15.5 磅，+312.3 英寸处</td></tr> <tr> <td>全部滑油(525-0600及以后)</td><td>16.6磅，+314.74英寸处</td></tr> <tr> <td>液压油(525-0001至525-0599)</td><td>27.5磅，+265.0英寸处</td></tr> <tr> <td>液压油(525-0600及以后)</td><td>16.78磅，+266.9英寸处</td></tr> <tr> <td>防冰液(525-0001及以后)</td><td>3.4磅，+91.5英寸处</td></tr> </table>	不可用燃油(525-0001及以后)	30.64磅，+260.19英寸处	全部滑油(525-0001 至 525-0599)	15.5 磅，+312.3 英寸处	全部滑油(525-0600及以后)	16.6磅，+314.74英寸处	液压油(525-0001至525-0599)	27.5磅，+265.0英寸处	液压油(525-0600及以后)	16.78磅，+266.9英寸处	防冰液(525-0001及以后)	3.4磅，+91.5英寸处
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NOTE 1	Current weight and balance information, including list of equipment included in certificated empty weight, and loading instructions are provided for each airplane in the FAA Approved Airplane Flight Manual (AFM) at the time of original certification. The certificated empty weight and corresponding center of gravity location must include: <table> <tr> <td>Unusable fuel (525-0001 and On)</td><td>30.64 lb. at +260.19 in.</td></tr> <tr> <td>Full oil (525-0001 through 525-0599)</td><td>15.5 lb. at +312.3 in.</td></tr> <tr> <td>Full oil (525-0600 and On)</td><td>16.6 lb. at +314.74 in.</td></tr> <tr> <td>Hydraulic Fluid (525-0001 through 525-0599)</td><td>27.5 lb. at +265.0 in.</td></tr> <tr> <td>Hydraulic Fluid (525-0600 and On)</td><td>16.78 lb. at +266.9 in.</td></tr> <tr> <td>Anti-ice Fluid (525-0001 and On)</td><td>3.4 lb. at +91.5 in.</td></tr> </table>	Unusable fuel (525-0001 and On)	30.64 lb. at +260.19 in.	Full oil (525-0001 through 525-0599)	15.5 lb. at +312.3 in.	Full oil (525-0600 and On)	16.6 lb. at +314.74 in.	Hydraulic Fluid (525-0001 through 525-0599)	27.5 lb. at +265.0 in.	Hydraulic Fluid (525-0600 and On)	16.78 lb. at +266.9 in.	Anti-ice Fluid (525-0001 and On)	3.4 lb. at +91.5 in.
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Anti-ice Fluid (525-0001 and On)	3.4 lb. at +91.5 in.												

注释2	飞机必须按照FAA批准的飞机飞行手册（AFM），件号525FM-00（或以后批准的改版，序列号0001至0359），525FMA-00（或以后批准的改版，序列号0360至0599），525FMB-00（或以后批准的改版，序列号0600及以后）运行。要求的标牌和标记列于维修手册，件号525MM00（或以后的改版，序列号0001及以后）的第11章。
NOTE 2	Airplanes must be operated according to the FAA Approved Airplane Flight Manual (AFM), part number 525FM-00 (or later approved revision for serials 0001 through 0359) , 525FMA-00 (or later approved revision for serials 0360 through 0599) , 525FMB-00 (or later approved revision for serials 0600 and On). Required placards and markings are listed in Chapter Eleven (11) of Maintenance Manual, part number 525MM00 (or later approved revision for serials 0001 and On).
注释3	检查，强制报废寿命信息，和其他持续适航要求见维修手册第4章“适航性限制”。
NOTE 3.	See Maintenance Manual, Chapter Four (4), "Airworthiness Limitations" for inspections, mandatory retirement life information, and other requirements for continued airworthiness.
注释4	所有更换座椅（机组和旅客），即使他们可能符合TSO C39，必须也还要表明符合FAR 23.321, 23.395, 23.561, 23.562，和23.785。 所有座椅（机组和旅客）的泡沫椅垫构造不可以被更改。对泡沫构造或刚度的任何偏离必须用试验表明符合上述FAR 23部的条款。 右侧侧向座椅安全带必须由从右向左打开的锁扣，左侧侧向厕所安全带应有从左向右打开的锁扣，以防止锁扣因自身惯性导致打开。任何其他构型必须通过动态试验验证。
NOTE 4.	All replacement seats (crew and passenger), although they may comply with TSO C39, must also be demonstrated to comply with FAR 23.321, 23.395, 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 to comply with the listed FAR 23 paragraphs. The RH side facing seat lap belt shall have a buckle which opens from right to left and the LH side facing belted toilet lap belt shall have a buckle which opens from left to right, thereby preventing the buckle's own inertia from causing it to open. Any other configuration must be verified by dynamic test.

注释5

按一名驾驶员的最小机组运营的批准基于在FAA审定试验过程中评估的驾驶舱设备安装和布置。在没有得到相关适航审定部门的批准之前，不能对安装的驾驶舱设备或布置（EFIS，自动驾驶，电子设备，等）进行重要的更改，除非被批准的MMEL允许，

NOTE 5.

Approval for operation with a minimum crew of one pilot is based upon the cockpit equipment installation and arrangement evaluated during FAA 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.

注释6

满足运营“缩小最小空中垂直间隔（RVSM）”初始适航方面要求的飞机序列号:

S/N 525-0001 至 525-358	已完成 Cessna SB525-34-41 的飞机
S/N 525-0359	在制造厂安装了两套 Ametek AM-250 高度计的飞机。
S/N 525-0360 至525-0599	已经在制造厂选择安装了列在*中Ametek AM-250副驾驶高度计的飞机，或 已经在制造厂选择安装了列在*中Collins Pro Line 21 副驾驶大气数据计算机及主飞行显示的飞机。 已完成 Cessna SB525-34-40 的飞机。
S/N 525-0600 及以后	安装了标准设备Collins Pro Line 21 双套大气数据计算机及主驾驶、副驾驶主飞行显示的所有飞机。

* 在CESSNA制造厂安装的设备将在每架飞机的设备清单中列出。

每个营运人必须从适航当局处获得RVSM运营批准。

Note 6:

Certain airplane Serial Numbers meet the initial airworthiness requirements for operation in Reduced Vertical Separation Minimum (RVSM) airspace.

S/N 525-0001 through 525-358	Airplanes that have accomplished Cessna Service Bulletin SB525-34-41.
S/N 525-0359	Received factory installation of Dual Ametek AM-250 altimeters.
S/N 525-0360 through 525-0599	Airplanes that have received factory installation* of optional Ametek AM-250 copilot's altimeter; or Airplanes that have received factory installation* of optional Collins Pro Line 21 copilot's Air Data Computer and Primary Flight Display; or Airplanes that have accomplished Cessna Service Bulletin SB525-34-40.

S/N 525-0600 and On	All airplanes are equipped with Collins Pro Line 21 dual Air Data Computers and pilot's and copilot's Primary Flight Displays as standard equipment.
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* Equipment installed by the Cessna factory will be identified in the individual airplane equipment list.

Each operator must obtain RVSM operating approval directly from the FAA.

注释7

525型飞机（525-0600及以后）按照FAA政策备忘录“Cessna 525型飞机在10分钟一发不运转时维持起飞推力/动力工作的指导”批准Williams International FJ44-1AP发动机1发10分钟不工作推力能力仍维持飞行。

NOTE 7:

The Model 525 (525-0600 and On) is approved for One Engine Inoperative 10 minutes thrust capability with the Williams International FJ44-1AP engine, per FAA Policy Memo “Guidance of Engine Operation at Takeoff Thrust/Power for Ten-Minutes in a One-Engine Inoperative Situation for Cessna Model 525 Airplane” Project AT4020WI-A, dated April 27, 2005, from Standards Office, Small Airplane Directorate and Standards Office, Engine and Propeller Directorate