

中国民用航空局
CIVIL AVIATION ADMINISTRATION OF CHINA

型号认可证数据单

THE VALIDATION DATA SHEET

编号/No: VTC0073A

版次/Revision: 4

型号/Type:

525

批准人/Approved By:

徐超群

职务/Title: Director General

日期/Date: 2020 年 01 月 21 日

本数据单是型号认可证(编号: VTC0073A)的组成部分,它规定了符合中国民用航空局的适航要求所颁发此型号认可证的产品状态和限制。

This data sheet, which is part of Validation of Type Certificate (No: VTC0073A), 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.

型号认可证持有人/Validation of Type Certificate Holder:

Textron Aviation Inc.

One Cessna Boulevard

Wichita, Kansas 67215

型号认可证持有人记录/Validation of Type Certificate Holder Record:

(1) 1997 年 11 月 12 日, CAAC 向 Cessna Aircraft Company 公司颁发型号认可证 VTC073A。

VTC073A was issued to Cessna Aircraft Company by CAAC on Nov 12th, 1997.

(2) 2019 年 5 月 27 日, 型号认可证持有人由 Cessna Aircraft Company 变更为 Textron Aviation Inc.。

Validation of type certificate holder was changed from Cessna Aircraft Company to Textron Aviation Inc. on May 27, 2019.

目录 / Contents

第 1 部分总则（所有型别）	3
SECTION 1 General (ALL MODELS)	3
第 2 部分/SECTION 2: 525	4
I. 总则/General	4
II. 认可审定基础/Validation Certification Basis	4
III. 技术特征和运行限制/Technical Characteristics and Operational Limitations	4
IV. 经批准的中文标记标牌/ The Approved Chinese Placards	13
V. 注释/NOTES	13

第 1 部分总则（所有型别）

SECTION 1 General (ALL MODELS)

1. CAAC 认可数据单和型号合格证数据单

CAAC Validation Data Sheet and 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	VTC0073A 4 2020/01/21	NO.A1WI Rev 27, March 5, 2019
历史/ History	VTC0073A 3 2019/05/27 VTC0073A 2 2007/10/19 VTC0073A 1 2006/11/23 VTC0073A 0 2005/01/04	NO.A1WI Rev 26, May 4, 2018 NO.A1WI Rev 17, Apr 18, 2007 NO.A1WI Rev 16, Feb 23, 2006 NO.A1WI Rev 11, Jul 9, 2001
1997 年 CAAC 型号认可证无数据单，2005 年 1 月 4 日批准数据单定义为 0 版 No Validation Data Sheet for CAAC VTC in 1997. The Validation Data Sheet approved Jan 4, 2005 by CAAC is defined as Revision 0.		

- 适航类别/Airworthiness Category: 正常类/Normal Category
- 认可当局/Validation Authority: 中国民用航空局/CAAC
- 审定当局/Certifying Authority: 美国联邦航空局/FAA
- 型号合格证持有人/Type Certificate Holder: Textron Aviation Inc.
One Cessna Boulevard
Wichita, Kansas 67215
- 型号合格证持有人记录/
Validation of Type Certificate Holder Record: Cessna Aircraft Company transferred to
Textron Aviation Inc. on July 29, 2015
- 认可审定基础/Validation Certification Basis
CAAC 接受 FAA 审定基础作为认可审定基础。（详见 FAA 型号合格证数据单：编号 A1WI）。
CAAC accepts FAA certification basis as Validation Basis.(refer to FAA Type Certificate Data Sheet No. A1WI)

第 2 部分/SECTION 2: 525

I. 总则/General

- | | |
|---|--|
| 1. 型别/Model: | 525 |
| 2. 适航类别/Airworthiness Category: | 正常类/Normal Category aircraft |
| 3. 型号合格证持有人/Type Certificate Holder: | Textron Aviation Inc.
One Cessna Boulevard
Wichita, Kansas 67215 |
| 4. 型号合格证持有人记录/
Validation of Type Certificate Holder Record: | Cessna Aircraft Company transferred to
Textron Aviation Inc. on July 29, 2015 |
| 5. FAA 批准日期/FAA Approved Date: | 1992.10.15/Oct 15,1992 |
| 6. CAAC 批准日期/CAAC Approved Date: | 1997.11.12/Nov 12,1997 |

II. 认可审定基础/Validation Certification Basis

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。
CAAC accepts FAA certification basis as Validation Basis. Application for CAAC validated type certificate dated February 17, 1997.

FAA 审定基础/FAA certification basis

详见FAA型号合格证数据单A1WI（版本26）中525型机的审定基础

Refer to FAA Type Certificate Data Sheet No. A1WI Rev. 26 for Model 525

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

- | | |
|---------|--|
| 发动机 | 两台 Williams International, L.L.C.的 FJ44-1A 涡扇发动机（525-0001 至 525-0599）
（CAAC VTC 编号：VTC177E, VTCDS 版本 1） |
| Engines | Two Williams International, L.L.C. FJ44-1A turbofans (525-0001 through 525-0599)
(CAAC VTC No. VTC177E, VTCDS Revision 1) |
| | 两台 Williams International, L.L.C.的 FJ44-1AP（P/N 72100-200）涡扇发动机
（525-0600 至 525-0684 和 525-0686 至 525-0701）
（CAAC VTC 编号：VTC177E, VTCDS 版本 1） |
| | Two Williams International, L.L.C. FJ44-1AP (P/N 72100-200) turbofans
(525-0600 through 525-0684 and 525-0686 through 525-0701)
(CAAC VTC No. VTC177E, VTCDS Revision 1) |
| | 两台 Williams International, L.L.C.的 FJ44-1AP（P/N 72100-201）涡扇发动机
（525-0685 和 525-0800 及以后）
（CAAC VTC 编号：VTC177E, VTCDS 版本 1） |
| | Two Williams International, L.L.C. FJ44-1AP (P/N 72100-201) turbofans
(525-0685 and 525-0800 and On)
(CAAC VTC No. VTC177E, VTCDS Revision 1) |
| 燃油 | （525-0001 至/Through 525-0599） |
| Fuel | |

燃油类型/ Fuel Type	规格 Specification
--------------------	---------------------

Jet A	ASTM D1655
Jet A1	ASTM D1655
Jet B	ASTM D6615
JP-4	MIL-DTL-5624
Jet 3	GB6537
JP-5	MIL-DTL-5624
JP-8	MIL-DTL-83133
RT	GOST 10227
TS-1	GOST 10227

(525-0600 至/Through 525-0684 和/and 525-0686 至/Through 525-0701)

燃油类型	规格
Fuel Type	Specification
Jet A	ASTM D1655
Jet A1	ASTM D1655
Jet 3	GB6537
JP-5	MIL-DTL-5624
JP-8	MIL-DTL-83133
RT	GOST 10227
TS-1	GOST 10227

(525-0685 和/and 525-0800 及以后/and on)

燃油类型	规格
Fuel Type	Specification
Jet A	ASTM D1655
Jet A1	ASTM D1655
Jet 3	GB6537
JP-5	MIL-DTL-5624
JP-8	MIL-DTL-83133
RT	GOST 10227
RT	GSTU 320.00149943.007
TS-1	GSTU 320.00149943.011
TS-1	GOST 10227

发动机限制 标准海平面静推力:

Engine Limits Static thrust standard day, sea level:

起飞 (525-0001 至 525-0599) 1900 磅

Take off (525-0001 through 525-0599) 1900 lb.

起飞 (525-0600 至 525-0701 和 525-0800 及以后) 1965 磅

Take off (525-0600 through 525-0701 and 525-0800 and On) 1965 lb.

最大允许的发动机转子使用速度 (起飞和最大连续):

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

N1 (风扇) (525-0001 至 525-0599)	104.4% (100%=17,245 RPM)
N1 (fan) (525-0001 through 525-0599)	104.4% (100%=17,245 rpm)

N2 (燃气发生器) (525-0001 至 525-0599)	99.3% (100%=41,200 RPM)
N2 (Gas Gen.) (525-0001 through 525-0599)	99.3% (100%=41,200 rpm)

N1 (风扇) (525-0600 至 525-0684 和	102.64% (100%=17,245 RPM)
--------------------------------	---------------------------

525-0686 至 525-0701) N1 (fan) (525-0600 through 525-0684 and 525-0686 through 525-0701)	102.64% (100%=17,245 rpm)
N1 (风扇) (525-0685 和 525-0800 及以后) N1 (fan) (525-0685 and 525-0800 and On)	104.7% (100%=17,245 RPM) 104.7% (100%=17,245 rpm)
N2 (燃气发生器) (525-0600 至 525-0701 和 525-0800 及以后) N2 (Gas Gen.) (525-0600 through 525-0701 and 525-0800 and On)	100.0% (100%=41,200 RPM) 100.0% (100%=41,200 rpm)

最大允许的涡轮间燃气温度:

Max. permissible interturbine gas temperatures:

起飞 (525-0001 至 525-0599) Takeoff (525-0001 through 525-0599)	820°C 820 Degrees C
最大连续 (525-0001 至 525-0599) Max. continuous (525-0001 through 525-0599)	796°C 796 Degrees C
瞬间 (起动 5 秒) (525-0001 至 525-0599) Transient (starting 5 sec.) (525-0001 through 525-0599)	1000°C 1000 Degrees C
起飞 (525-0600 至 525-0701 和 525-0800 及以后) Takeoff (525-0600 through 525-0701 and 525-0800 and On)	855°C (5 分, 10 分 OEI) 855 Degrees C (5 min, 10 min OEI)
最大连续 (525-0600 至 525-0701 和 525-0800 及以后) Max. continuous (525-0600 through 525-0701 and 525-0800 and On)	835°C 835 Degrees C
瞬间 (起动 15 秒) (525-0600 至 525-0701 和 525-0800 及以后) Transient (starting 15 sec.) (525-0600 through 525-0701 and 525-0800 and On)	1000°C 1000 Degrees C

空速限制:

Airspeed limits:

Vmo (最大使用) Vmo (maximum operating)	
海平面到 30,500 英尺 Sea level to 30,500 ft.	263KIAS (260KCAS) 263KIAS (260KCAS)
Mmo 高于 30,500 英尺 Mmo above 30,500 ft.	0.71M ₁ (0.70 校准马赫数) 0.71M ₁ (0.70 Mach calibrated)
Va (海平面机动) Va (maneuvering sea level)	

10,400 磅 (525-0001 至 525-0359)	199 KIAS (198 KCAS)
10,400 lb. (525-0001 through 525-0359)	199 KIAS (198 KCAS)
10,600 磅 (525-0360 至 525-0599)	201 KIAS (200 KCAS)
随重量、高度的变化见 AFM	
10,600 lb. (525-0360 through 525-0599)	201 KIAS (200 KCAS)
See AFM for variations with weight and altitude	
10,700 磅 (525-0600 至 525-0700 和 525-0800 及以后)	202 KIAS (201 KCAS)
随重量、高度的变化见 AFM	
10,700 lb. (525-0600 through 525-0701 and 525-0800 and On)	202 KIAS (201 KCAS)
See AFM for variations with weight and altitude	
V _b (最大突风强度时速度)	217 KIAS (215 KCAS)
V _b (speed for max. gust intensity)	217 KIAS (215 KCAS)
V _{FE} (襟翼放下)	
V _{FE} (Flaps extended)	
15 度 (起飞和进近)	200 KIAS (198 KCAS)
15 degrees (takeoff & approach)	200 KIAS (198 KCAS)
35 度 (着陆)	161 KIAS (160 KCAS)
35 degrees (landing)	161 KIAS (160 KCAS)
60 度 (地面襟翼)	空中禁止
60 degrees (ground flaps)	prohibited in flight
V _{mca} (最小操纵速度) 空中	
V _{mca} (Minimum control speed) Air	
(525-0001 至 525-0599)	92 KIAS (91 KCAS)
(525-0001 through 525-0599)	92 KIAS (91 KCAS)
(525-0600 至 525-0701 和 525-0800 及以后) 襟翼 0	86 KIAS (86 KCAS)
(525-0600 through 525-0701 and 525-0800 and On) Flap 0 deg	86 KIAS (86 KCAS)
(525-0600 至 525-0701 和 525-0800 及以后) 襟翼 15	77 KIAS (77 KCAS)
(525-0600 through 525-0701 and 525-0800 and On) Flap 15 deg	77 KIAS (77 KCAS)
V _{mcg} (最小操纵速度) 地面	
V _{mcg} (Minimum control speed) Ground	
525-0001 至 525-0359	95 KIAS (93 KCAS)
525-0001 through 525-0359	95 KIAS (93 KCAS)
525-0360 至 525-0599	93 KIAS (93 KCAS)
525-0360 through 525-0599	93 KIAS (93 KCAS)

525-0600 至 525-0701 和 525-0800 及以后 525-0600 through 525-0701 and 525-0800 and On	89 KIAS (92 KCAS) 89 KIAS (92 KCAS)
V _{LO} (起落架操作) V _{LO} (landing gear operating)	
放下 (525-0001 及以后) Extending (525-0001 and On)	186 KIAS (185 KCAS) 186 KIAS (185 KCAS)
收上 (525-0001 至 525-0457) Retracting (525-0001 through 525-0457)	186 KIAS (183 KCAS) 186 KIAS (183 KCAS)
收上 (525-0458 至 525-0701 和 525-0800 及以上) Retracting (525-0458 through 525-0701 and 525-0800 and On)	175 KIAS (172 KCAS) 175 KIAS (172 KCAS)
V _{LE} (起落架放下) V _{LE} (landing gear extended)	186 KIAS (183 KCAS) 186 KIAS (183 KCAS)
V _{SB} (速度刹车打开) V _{SB} (speed brake extended)	有襟翼或无襟翼的任何速度 Any speed with or without flaps
最大自动驾驶操作速度 Maximum autopilot operating speed	
还平面到 30,500 英尺 Sea level to 30,500 ft.	263 KIAS (260 KCAS) 263 KIAS (260 KCAS)
高于 30,500 英尺 Above 30,500 ft.	0.71MI (0.70 校准马赫数) 0.71MI (0.70 Mach calibrated)
最大轮胎地面速度 Maximum tire ground speed	165 节 165 knot

重心范围 (起落架放下) 设计重心限制:
CG Range (Landing Gear Extended) Design C.G. Limits:

适用于飞机 S/N 525-0001 至 525-0359:
Applicable to airplanes S/N 525-0001 through 525-0359:

前限:	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 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)。
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. to 6,000 lb.

后限: 在 10,500 磅或以下时为基准线后方 248.78 英寸 (29.00% MAC)
Aft Limits: 248.78 in. aft of datum (29.00% MAC) at 10,500 lb. to 6,000 lb.

适用于飞机 S/N 525-0360 至 525-0599

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

前限: 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), 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)。

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. to 6,000 lb.

后限: 在 10,700 磅或以下时为基准线后方 248.78 英寸 (29.00% MAC)
Aft Limits: 248.78 in. aft of datum (29.00% MAC) at 10,700 lb. to 6,000 lb.

适用于飞机 S/N 525-0600 至 525-0701 和 525-0800 及以后

Applicable to airplanes S/N 525-0600 through 525-0701 and 525-0800 and On:

前限: 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), 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)。

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. to 6,000 lb.

后限: 在 10,800 磅或以下时为基准线后方 248.43 英寸 (28.50% MAC)
Aft Limits: 248.43 in. aft of datum (28.50% MAC) at 10,800 lb. to 6,000 lb.

起落架收起时 (+632.65) 英寸-磅
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: 69.077 英寸 (平均气动弦前缘在基准线后部 228.745 英寸处)
 MAC: 69.077 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 525-0360 至 525-0599	S/N 525-0600 至 525-0684 和 525-0686 至 525-0701	S/N525-0685 和 525-0800 及以后
Maximum Weights:	S/N 525-0001 through 525-0359	S/N 525-0360 through 525-0599	S/N 525-0600 through 525-0684 and 525-0686 through 525-0701	S/N525-0685 and 525-0800 & On
起飞 Takeoff	10,400 磅 10,400 lb.	10,600 磅 10,600 lb.	10,700 磅 10,700 lb.	10,700 磅 10,700 lb.
着陆 Landing	9,700 磅 9,700 lb.	9,800 磅 9,800 lb.	9,900 磅 9,900 lb.	9,900 磅 9,900 lb.
零燃油 Zero Fuel	8,400 磅 8,400 lb.	8,400 磅 8,400 lb.	8,400 磅 8,400 lb.	8,500 磅 8,500 lb.
停机坪 Ramp	10,500 磅 10,500 lb.	10,700 磅 10,700 lb.	10,800 磅 10,800 lb.	10,800 磅 10,800 lb.

所有飞行最小机组: (驾驶舱设备/布局限制见注释 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 (AFM)
 OR
 One pilot and one copilot

座位数: 最多 8 位乘员, 飞机必须按照运行规则的要求配备适当数量的乘客座位。
 No. of Seats Maximum 8 occupants. Airplane must be equipped as required by operating rules, appropriate to the number of passenger seats.

最大行李重量:
 Maximum Baggage:

(525-0001 至 525-0599)
 (525-0001 through 525-0599)
 前舱 400 磅 (基准线后方+74.0 英寸)
 Nose compartment 400 lb. (+74.0 in. aft of datum)
 后舱 100 磅 (基准线后方+270.70 英寸)
 Aft cabin 100 lb. (+270.70 in. aft of datum)
 尾椎 325 磅 (基准线后方+356.50 英寸)
 Tail cone 325 lb. (+356.50 in. aft of datum)

(525-0600 至 525-0701 和 525-0800 及以后)
 (525-0600 through 525-0701 and 525-0800 and On)

前舱	400 磅（基准线后方+74.0 英寸）
Nose compartment	400 lb. (+74.0 in. aft of datum)
尾椎	325 磅（基准线后方+356.50 英寸）
Tail cone	325 lb. (+356.50 in. aft of datum)

燃油容量（可用）:

Fuel Capacity (usable):

（525-0001 至 525-0684 和 525-0686 至 525-0701）

总可用燃油 3,220 磅（477 加仑）。两个机翼油箱各有 1,610 磅（238.5 加仑）可用燃油。（不可用燃油见注释 1）；基准线后+252.99 英寸

(525-0001 through 525-0684 and 525-0686 through 525-0701)

Total usable fuel 3,220 lb. (477 gal). Two wing tanks with 1,610 lb. (238.5 gal) usable each (see NOTE 1 for unusable); +252.99 in. aft of datum

（525-0685 和 525-0800 及以后）

总可用燃油 3,296 磅（492 加仑）。两个机翼油箱各有 1,648 磅（246 加仑）可用燃油。（不可用燃油见注释 1）；基准线后+253.0 英寸

(525-0685 and 525-0800 and On)

Total usable fuel 3,296 lb. (492 gal). Two wing tanks with 1,648 lb. (246 gal) usable each (see NOTE 1 for unusable); +253.0 in. aft of datum

滑油容量（可用）:

Oil Capacity (usable):

（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+312.30 英寸；（见注释 1）

(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 至 525-0701 和 525-0800 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+314.74 英寸；（见注释 1）

(525-0600 through 525-0701 and 525-0800 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.

操纵面位移:

Control Surface Movements:

升降舵	向上	20 +0/-1° （525-0001 至 525-0599）
	向上	18.5 +0/-0.5° （525-0600 至 525-0701 和 525-0800 及以后）
	向下	15+/-1°
Elevator	Up	20 +0/-1 degrees (525-0001 through 525-0599)
	Up	18.5 +0/-0.5 degrees (525-0600 through 525-0701 and 525-0800 and On)
	Down	15+/-1 degrees
升降舵调整片	向上	12+/-1°
	向下	20+/-1°
Elevator Trim Tab	Up	12+/-1 degrees
	Down	20+/-1 degrees
方向舵	向右	30+/-1°
	向左	30+/-1°
Rudder	Right	30+/-1 degrees

方向舵调整片	Left	30+/-1 degrees
	向右	20+/-1°
	向左	20+/-1°
Rudder Trim Tab	Right	20+/-1 degrees
	Left	20+/-1 degrees
副翼	向上	23.5+/-1°
	向下	20.5+/-1°
	Up	23.5+/-1 degrees
Aileron	Down	20.5+/-1 degrees
	向上	20+/-1°
副翼调整片	向下	18+/-1°
	Up	20+/-1 degrees
Aileron Trim Tab	Down	18+/-1 degrees
	向上	0+/-1°
襟翼	起飞/进近	15+1° /-1°
	着陆	35+/-1°
	地面	60+/-1°
	Up	0+/-1 degrees
	T.O./Apr.	15+1/-1 degrees
Wing Flap	Land	35+/-1 degrees
	Ground	60+/-1 degrees
	向上	0 到 49+/-2°
减速板（上）	Up	0 to 49+/-2 degrees
Speed Brakes - Upper	向下	0 到 68+/-2°
减速板（下）	Down	0 to 68+/-2 degrees
Speed Brakes - Lower	收回	-6+/-1° （525-0001 至 525-0599）
推力衰减器 （相对发动机长轴）	Stow	-6+/-1 degrees (525-0001 through 525-0599)
Thrust Attenuators (Ref to Engine Long. axis)	展开	54+/-1° （525-0001 至 525-0599）
推力衰减器 （相对发动机长轴）	Deploy	54+/-1 degrees (525-0001 through 525-0599)
Thrust Attenuators (Ref to Engine Long. axis)		
推力衰减器不适用（525-0600 至 525-0701 和 525-0800 及以后）		
Thrust Attenuators not applicable (525-0600 through 525-0701 and 525-0800 and On)		
装配指南见飞机维修手册		
See Airplane Maintenance Manual for rigging instructions.		

适用的序列号: 525-0001 至 525-0701 和 525-0800 及以后

Serial Numbers Eligible: 525-0001 through 525-0701 and 525-0800 and On

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

横向: FS 152.00 后方左侧和右侧上地板

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.

生产基础 颁发生产许可证 PC-4, 授权 DOA No. DOA-230428-CE (CE-3) 按照联邦航空条例 21 部的 DOA 程序颁发适航证至 2009 年 4 月

颁发生产许可证 PC-4, 授权 ODA No. ODA-100129-CE 按照联邦航空条例 21 部的 ODA 程序颁发适航证, 从 2009 年 5 月开始生效

Production Basis Production Certificate No. 4 issued and DOA No. DOA-230428-CE (CE-3)

authorized to issue Airworthiness Certificate under DOA Procedures of Part 21 of Title of the Code Federal Regulations through January 4, 2009.

Production Certificate No. 4 issued and Organization Designation Authorization (ODA) No. ODA-100129-CE authorized to issue Airworthiness Certificate under ODA Procedures of Part 21 of Title of the Code Federal Regulations effective January 5, 2009.

设备: 相关适航规章（见上面 II.认可审定基础）中规定的基本要求设备必须安装在审定的航空器上。

Equipment: The Basic required equipment as prescribed in the applicable airworthiness regulations (see II. Validation Certification Basis above) must be installed in the airplane for certification.

IV.经批准的中文标记标牌/ The Approved Chinese Placards

无/None

V. 注释/NOTES

注释/NOTE 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。
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 or original certification.

审定空重和相应的重心位置必须包括:

The certificated empty weight must include:

不可用燃油（525-0001 及以后）	30.64 磅
Unusable fuel (525-0001 and On)	30.64 lb.
全部滑油（525-0001 至 525-0599）	15.5 磅
Full oil (525-0001 through 525-0599)	15.5 lb.
全部滑油（525-0600 至 525-0701 和 525-0800 及以后）	15.6 磅
Full oil (525-0600 through 525-0701 and 525-0800 and On)	15.6 lb.
液压油（525-0001 至 525-0599）	27.5 磅
Hydraulic Fluid (525-0001 through 525-0599)	27.5 lb.
液压油（525-0600 至 525-0701 和 525-0800 及以后）	16.78 磅
Hydraulic Fluid (525-0600 through 525-0701 and 525-0800 and On)	16.78 lb.
防冰液（525-0001 及以后）	3.4 磅
Anti-ice Fluid (525-0001 and On)	3.4 lb.

注释/NOTE 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 至 0684 和 0686 至 0701），525FMC-00（或以后批准的改版，序列号 0685 和 0800 及以后）。要求的标牌和标记列于维修手册 11 章，件号 525MM-00（或以后批准的改版，序列号 0001 至 0684 和 0686 至 0701），件号 525MMC-00（或以后批准的改版，序列号 0685 和 0800 及以后）。

Airplane must be operated according to the FAA Approved AFM, part number 525FM-00 (or later approved revision for serials 0001 through 0359), 525FMA-00 (or later approved revision for serials 0360-0599), 525FMB-00 (or later approved revision for serials 0600 through 0684 and 0686 through 0701), 525FMC-00 (or later approved revision for serials 0685 and 0800 and On). Required placards and markings are listed

in Chapter 11 of Maintenance Manual, part number 525MM-00 (or later approved revision for serials 0001 through 0684 and 0686 through 0701), 525MMC-00 (or later approved revision for serials 0685 and 0800 and On).

注释/NOTE 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 “适航限制”
See Maintenance Manual, Chapter 4, “Airworthiness Limitations” for inspections, mandatory retirement life information, and other requirements for continued airworthiness.

注释/NOTE 4: 所有更换座椅 (机组和乘客), 即使他们可能符合 TSO-C39, 也必须还要表明符合 14 CFR §§ 23.321, 23.395, 23.561, 23.562, and 23.785.
All replacement seats (crew and passenger), although they may comply with TSO C39, must also be demonstrated to comply with 14 CFR §§ 23.321, 23.395, 23.561, 23.562, and 23.785.

所有座椅 (机组和乘客) 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 14 CFR 23 部的条款。

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 14 CFR 23 paragraphs.

右侧侧向座椅安全带应有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。

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/NOTE 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局。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和布局 (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。

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/NOTE 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:
Certain airplane serial numbers meet the initial airworthiness requirements for operation in Reduced Vertical Separation Minimum (RVSM) airspace.

S/N 525-0001 至/ through 525-358	已完成 Cessna 服务通告 SB525-34-41 的飞机 Airplanes that have accomplished Cessna Service Bulletin SB525-34-41
S/N 525-0359	在制造厂安装了两套 Ametek AM-250 高度计的飞机 Received factory installation of Dual Ametek AM-250 altimeters.
S/N 525-0360 至/through 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, Airplanes that have received factory installation* of

	optional Ametek AM-250 copilot' s altimeter; 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器的飞机, or Airplanes that have received factory installation* of optional Collins Pro Line 21 copilot' s Air Data Computer and Primary Flight Display; 或已完成 Cessna 服务通告 SB525-34-40 的飞机 or Airplanes that have accomplished Cessna Service Bulletin SB525-34-40.
S/N 525-0600 至/through 525-0684 和/and 525-0686 至/through 525-0701	所有装备了两套 Collins Pro Line 21 大气数据计算机以及主驾驶和副驾驶主飞行显示器作为标准设备的飞机。 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.
S/N 525-0685 和/and 525-0800 及以后/and On	所有装备 Garmin G3000 的飞机 All airplanes are equipped with Garmin G3000.

* Cessna 工厂安装的设备将在单独的飞机设备清单中列出。每个运营商必须直接从 FAA 获得 RVSM 的运营许可。

* 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/NOTE 7: 525 型飞机 (S/N 525-0600 至 525-0684 和 525-0686 至 525-0701 且发动机件号为 72100-200) 按照 FAA 政策备忘录 “Cessna 525 型飞机在 10 分钟单发不工作时维持起飞推力/动力工作的指导”批准 Williams International FJ44-1AP 发动机单发 10 分钟不工作推力能力仍维持飞行。

The Model 525 (S/N 525-0600 through 525-0684 and 525-0686 through 525-0701 with engine P/N 72100-200) 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 TD4020WI-A, dated April 27, 2005, from Standards Office, Small Airplane Directorate and Standards Office, Engine and Propeller Directorate.

注释/NOTE 8: 以下系列由 Cessna Aircraft Company 制造: 525-0001 至 525-0874, 525-0876, 525-0879 和 525-0880。

The Following serials are manufactured under the name Cessna Aircraft Company: 525-0001 through 525-0874, 525-0876, 525-0879 and 525-0880.

注释/NOTE 9: 公司名字变更于 2015 年 7 月 29 日生效。以下序列号飞机由 Textron Aviation Inc.制造

525-0875, 525-0877, 525-0878, 525-0881 及以后。

Company name change effective 7/29/15. The following serials are manufactured under the name Textron Aviation Inc.: 525-0875, 525-0877, 525-0878, 525-0881 and On.