

型号认可证数据单

THE VALIDATION DATA SHEET

编号/No: VTC0238A

版次/Revision: 3

型号/Type: 680

680A

批准人/Approved By:

徐超群

职务/Title: Director General of CAAC-AAD

日期/Date: 2018 年 11 月 15 日

本数据单是型号认可证（编号：VTC0238A）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的此型号认可证的产品状态的限制。

This data sheet, which is part of Validation of Type Certificate (No: VTC0238A), prescribes condition and limitation under which the product for which the type certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulations.

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

Textron Aviation Inc

One Cessna Boulevard

Wichita, Kansas 67215, U.S.A.

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

2015 年 7 月 29 日型号认可证持有人从 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 July 29, 2015.

第 1 部分 概述

SECTION 1 GENERAL

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、版次及其颁发日期/ CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次及其颁发日期/ Type Certificate Data Sheet Number, Revision and issuance date
当前 /Current	VTC0238A, Rev 3 2018-11-15	FAA T00012WI,R14, May 25, 2018
历史 /History	VTC0238A, Rev 2 2017-12-26	FAA T00012WI, Rev 13, March 6, 2017
		FAA T00012WI, Rev 12, April 26, 2016
		FAA T00012WI, Rev 11, July 29, 2015
		FAA T00012WI, Rev 10, June 5, 2015
	VTC0238A, Rev1 2010-12-08	FAA T00012WI, Rev 8, October 6, 2010
		FAA T00012WI, Rev 7, October 6, 2010
	VTC0238A, Rev0 2010-02-28	FAA T00012WI, Rev 6, March 4, 2009
		FAA T00012WI, Rev 5, August 15, 2006
		FAA T00012WI, Rev 3, April 27, 2006
		FAA T00012WI, Rev 3, February 2, 2006
		FAA T00012WI, Rev 2, August 31, 2004
		FAA T00012WI, Rev 1, July 23, 2004
		FAA T00012WI, Rev 0, June 2, 2004

2. 类别/Category: 运输类飞机/Transport Airplanes

3. 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

4. 型号合格证持有人/Type Certificate Holder: Textron Aviation Inc; One Cessna Boulevard, Wichita, Kansas 67215, U.S.A.

5. ETOPS: 不适用。

6. CAAC 专用要求/CAAC Special Requirements:

交付到中国的每一 Model 680/680A 航空器必须满足下述特殊要求/Each of Model 680/680A aircraft delivered to China shall meet the following special requirements:

- (1) 必须满足中国民用航空局的运行要求（例如：关于中文标记标牌、米制高度表等要求）/The operational requirements of CAAC must be met (e.g. the Chinese language requirements for markings and placards and the altimeter displayed by meter system)。
 - (2) 必须确定符合“GB6537-2006 3 号喷气燃料”规范的燃料是可接受的/The acceptance of fuel complying with the Specification “GB6537-2006 No.3 Jet Fuel” must be determined.
 - (3) 在每一航空器上必须安装快速存储器（QAR）（参照中国适航指令 CAD-97-MULT-38）/Quick Access Recorder（QAR）must be installed on each aircraft（reference to CAD97-MULT-38）。
 - (4) 必需满足厕所垃圾箱灭火器所使用的灭火剂的要求（参照 CAAC 适航指令 CAD2012-MULT-09）/The requirements about lavatory disposal receptacle Fire Extinguishing agent (reference to CAAC Airworthiness Directive CAD2012-MULT-09) shall be complied with.
7. 经批准的中文标记标牌：经 CAAC 接受及 FAA 批准的中文标记标牌见“Chinese INFORMATION MARKINGS -INTERIORS”（文件编号：C-GEN-290）C 版或后续经批准版本/Approved Chinese markings and placards: Chinese Markings and placards accepted by CAAC and approved by FAA included in : “Chinese INFORMATION MARKINGS -INTERIORS”(document number:C-GEN-290) ,Revision C or later approved version.

第 2 部分

SECTION 2

1. 680 型君主（运输类），2004 年 6 月 2 日批准的序列号从 680-0001 到 680-0500）；
2013 年 12 月 20 日批准的序列号从 680-0501 到其后 /Model 680 Sovereign,
(Transport Category), S/N 680-0001 through 680-0500 Approved June 2, 2004; (S/N
680-0501 and on Approved December 20, 2013

技术特征/Technical Characteristics

发动机：序列号 **680-0001 到 / through 680-0500**

两台加拿大普惠公司生产的发动机，型号：PW306C（发动机型号合格证编号：E-22,型号认可证编号：VTC0068E,版次 3）/Engines: Two Pratt & Whitney Canada Corp turbofans engine. Model:PW306C.(Type Certification No. E-22,Validation Type Certification No.VTC0068E,Rev.3)

序列号 **680-0501 及其后/ and on**

两台加拿大普惠公司生产的发动机，型号：PW306D（发动机型号合格证编号：E-22,型号认可证编号：VTC0068E,版次 3）/Engines: Two Pratt & Whitney Canada Corp turbofans engine. Model:PW306D.(Type Certification No. E-22,Validation Type Certification No.VTC0068E,Rev.3)

燃油：商用煤油 Jet A, Jet A-1, Jet B, JP-4, JP-5, JP-8, TS-1, RT 和中国 GB 6537-2006 3 号喷气燃料 /Fuel: Commercial kerosene Jet A, Jet A-1, Jet B, JP-4, JP-5, JP-8, TS-1, RT and No. 3 Jet.

发动机极限静推力（标准日，海平面）/ Engine Limits Static thrust standard day, sea level:

序列号 **680-0001 到 / through 680-0500**

起飞/Takeoff: 5770 磅 (lb)

最大连续/Max. Continuous: 5770 磅 (lb)

序列号 **680-0501 及其后/ and on**

起飞/Takeoff: 5907 磅 (lb)

最大连续/Max. Continuous: 5907 磅 (lb)

发动机转子最大允许工作转速（起飞和最大连续）/Max. permissible engine rotor operating speeds (Takeoff and Maximum Continuous):

N₁（风扇转速/fan speeds）：105.0%（100% = 10,608 转/分钟（r.p.m））

N₂ (燃气发生器转速/Gas Gen. speeds: 105.0% (100% = 26,930 转/分钟
(r.p.m))

最大允许涡轮间燃气温度/ Max. permissible interturbine gas temperatures:

起飞/Takeoff: 920℃

最大连续/Max. continuous: 920℃

瞬间 (20 秒) 和起动/Transient (20 sec.) and starting: 950 °C

空速限制/ Airspeed limitations (序列号/S/N680-0001 到 / through680-0500) :

V_{mo} (最大运行空速/maximum operating V_{mo}) :

8,000 英尺以下/Below 8,000 ft: 270 KIAS (270 KCAS)

8,000 英尺到 29,833 英尺/8,000 ft. to 29,833 ft: 305 KIAS (305 KCAS)

29,833 英尺以上 M_{mo}/M_{mo} above 29,833 ft: 0.80 M_I (0.80 校准马赫数
/calibrated)

V_a (海平面机动/maneuvering sea level) : 30,300 磅/lb.---169 KIAS (169
KCAS)

*随重量和高度变化见飞行手册/See AFM for variations with weight and
altitude.*

颠簸气流速度 V_{RA} (Rough air speed) :

38,813 英尺以下 / Below 38,813 ft.: 225 KIAS (225 KCAS)

38,813 英尺以上 / Above 38,813 ft.: 0.73M_I (0.73 校准马赫数 / MACH
calibrated)

放襟翼空速 (Flap extension speeds) :

V_{FE} (0° 到/to 7°放出/extension) : 250 KIAS (250 KCAS)

V_{FE} (7°到/to 15°放出/extension) : 200 KIAS (200 KCAS)

V_{FE} (15°到/to 35°放出/extension) : 175 KIAS (174 KCAS)

V_{MCA} (最小操纵速度/Minimum control speed) : 空中 7° 襟翼/Air 7 deg
flaps: 92 KIAS (93 KCAS)

V_{MCA} (最小操纵速度/Minimum control speed) : 空中 15° 襟翼/Air 15 deg flaps: 90 KIAS (91 KCAS)

V_{MCL} (最小操纵速度/Minimum control speed) : 着陆 15° 襟翼/Landing 15 deg flaps: 88 KIAS (89 KCAS)

V_{MCL} (最小操纵速度/Minimum control speed) : 着陆 35° 襟翼/Landing 35 deg flaps: 84 KIAS (84 KCAS)

V_{MCG} (最小操纵速度/Minimum control speed) : 地面 7° 襟翼/Ground 7 deg flaps: 96 KIAS (97 KCAS)

V_{MCG} (最小操纵速度/Minimum control speed) : 地面 15° 襟翼 Ground 15 deg flaps: 97 KIAS (98 KCAS)

V_{LO} (起落架工作/landing gear operating) : 210 KIAS (207 KCAS)

V_{LE} (起落架伸出/landing gear extended) : 210 KIAS (207 KCAS)

V_{SB} (速度刹车伸出/speed brakes extended) :

有或没有襟翼的任何速度/Any speed with or without flaps

自动驾驶仪工作时的最大速度/Maximum autopilot operating speed:

8,000 英尺以下/Below 8,000 ft: 270 KIAS (270 KCAS)

8,000 英尺到 29,833 英尺/8,000 to 29,833 ft.: 305 KIAS (305 KCAS)

29,833 英尺以上/Above 29,833 ft.:

0.80 指示马赫数 (0.8 校正马赫数) /0.8 M_I (0.80 MACH calibrated)

最大轮胎地速/Maximum tire ground speed: 182 节/182 knots

空速限制/ Airspeed limitations (序列号 680-0501 及其后 / and on):

V_{mo} (最大运行空速/maximum operating V_{mo}) :

8,000 英尺以下/Below 8,000 ft: 270 KIAS (269 KCAS)

8,000 英尺到 29,833 英尺/8,000 ft. to 29,833 ft: 305 KIAS (304 KCAS)

M_{mo} 29,833 英尺以上/ M_{mo} above 29,833 ft:

0.80 指示马赫数 (0.8 校正马赫数) /0.8 M_I (0.80 MACH calibrated)

Va (海平面机动/maneuvering sea level) :

30,775 磅/lb.

193 KIAS (193 KCAS)

随重量和高度变化见飞行手册/See AFM for variations with weight and altitude.

V_{RA} (颠簸气流速度/Rough air speed) :

38,813 英尺以下 / Below 38,813 ft.: 225 KIAS (225 KCAS)

38,813 英尺以上 / Above 38,813 ft.:

0.73 指示马赫数 (0.73 校正马赫数) /0.73 M_I (0.73 MACH calibrated)

放襟翼空速 (Flap extension speeds) :

V_{FE} (上/Up(0°)到/to 1(7°)放出/extension) : 250 KIAS (249 KCAS)

V_{FE} (1(7°)到/to 2(15°)放出/extension) : 200 KIAS (200 KCAS)

V_{FE} (2(15°)到/to 全行程(35°)放出/extension) : 175 KIAS (175 KCAS)

V_{MCA} (最小操纵速度/Minimum control speed) 空中 7° 襟翼/Air 7 deg flaps 88 KIAS (88 KCAS)

V_{MCA} (最小操纵速度/Minimum control speed) 空中 15° 襟翼/Air 15 deg flaps 85 KIAS (85 KCAS)

V_{MCL} (最小操纵速度/Minimum control speed) 着陆 15° 襟翼/Landing 15 deg flaps 84 KIAS (84 KCAS)

V_{MCL} (最小操纵速度/Minimum control speed) 着陆 35° 襟翼/Landing 35 deg flaps 80 KIAS (80 KCAS)

V_{MCG} (最小操纵速度/Minimum control speed) 地面 7° 襟翼/Ground 7 deg flaps 88 KIAS (88 KCAS)

V_{MCG} (最小操纵速度/Minimum control speed) 地面 15° 襟翼 Ground 15 deg flaps 88 KIAS (88 KCAS)

V_{LO} (起落架工作/landing gear operating) : 210 KIAS (210 KCAS)

V_{LE} (起落架伸出/landing gear extended) : 210 KIAS (210 KCAS)

V_{SB} (速度刹车伸出/speed brakes extended) :

有或没有襟翼的任何速度/Any speed with or without flaps

自动驾驶仪工作时的最大速度/Maximum autopilot operating speed:

8,000 英尺以下/Below 8,000 ft: 270 KIAS (269 KCAS)

8,000 英尺到 29,833 英尺/8,000 to 29,833 ft.: 305 KIAS (304 KCAS)

29,833 英尺以上/Above 29,833 ft.: 0.80 M_I (0.80 MACH 校准的/calibrated)

最大轮胎地速/Maximum tire ground speed: 182 节/knots

重心范围/C.G. Range (起落架伸出/Landing Gear Extended) :

设计重心极限/Design C.G. Limits (序列号 **680-0001** 到 / **through680-0500**:

前重心/Forward: 19,702 磅到 23,700 磅时的 18.00%平均气动弦
/18.00%MAC at 19,702 lbs. To 23,700 lbs.

从 23,700 磅时的 18%平均气动弦到 30,550 磅时的
21.43%平均气动弦为线性变化/Linear variation from
18.00% MAC at 23,700 lbs. To 21.43% MAC at 30,550
lbs

起飞前重心/Takeoff Forward: 30,300 磅时的
21.30%/21.30% at 30,300 lbs.

后重心/Aft: 18,345 磅到 23,000 磅时的 31.00%平均气动弦/31.00%
MAC at 18,345 lbs. To 23,000 lbs.

26,000 磅到 27,100 磅时的 30.00%平均气动弦/30.00%
MAC at 26,000 lbs. To 27,100 lbs.

28,500 磅到 30,550 磅时的 31.00%平均气动弦/31.00%
MAC at 28,500 lbs. To 30,550 lbs.

各点之间为直线变化/With straight line variation between
points.

起落架收起瞬间-8,095 英寸-磅/Landing Gear retracting
moment (-8,095) in-lb.

重心范围/C.G. Range (起落架伸出/Landing Gear Extended) :

设计重心极限/Design C.G. Limits (序列号 **680-0501** 及其后/ and on) :

前重心/Forward: 19,702 磅到 23,700 磅时的 18.00%平均气动弦
/18.00%MAC at 19,702 lbs. To 23,700 lbs.

从 23,700 磅时的 18%平均气动弦到 31,025 磅时的
21.67%平均气动弦为线性变化/Linear variation from
18.00% MAC at 23,700 lbs. To 21.67% MAC at 31,025
lbs

起飞前重心/Takeoff Forward: 30,775 磅时的

21.54%/21.54% at 30,775 lbs.

后重心/Aft: 18,345 磅到 23,475 磅时的 31.00%平均气动弦/31.00%
MAC at 18,345 lbs. To 23,475 lbs.

26,475 磅到 27,575 磅时的 30.00%平均气动弦/30.00%
MAC at 26,475 lbs. To 27,575 lbs.

28,975 磅到 31,025 磅时的 31.00%平均气动弦/31.00%
MAC at 28,975 lbs. To 31,025 lbs.

各点之间为直线变化/With straight line variation between
points.

起落架收起瞬间-8,370 英寸-磅/Landing Gear retracting
moment (-8,370) in-lb.

空重重心范围/Empty Wt. C.G. Range: 无 / None.

平均气动弦/MAC: 107.06 英寸/107.06 in. (起落架伸出的平均气动弦位于基准后
+382.68 英寸处/L.E. of MAC at +382.68 in. aft of datum)

最大重量/Maximum Weight 序列号 **680-0001** 到 / **through680-0500**:

起飞/ Takeoff-----30,300 磅/ lb

着陆/ Landing-----27,100 磅/lb

零燃油/ Zero Fuel-----20,800 磅/lb

停机/ Ramp-----30,550 磅/lb.

最大重量/Maximum Weight 序列号 **680-0501** 及其后/ and on:

起飞/ Takeoff-----30,775 磅/ lb

着陆/ Landing-----27,575 磅/lb

零燃油/ Zero Fuel-----21,000 磅/lb

停机/ Ramp-----31,025 磅/lb.

最小机组（所有飞行）/Minimum Crew for all Flights: 一个正驾驶和一个副驾驶/One pilot and one copilot

座位数/Number of Seats: 最多 14 人（2 个机组加 12 个旅客座椅）/Maximum fourteen (two crew plus twelve passenger seats)

最大行李/Maximum Baggage: 序列号 **680-0001** 到 **680-0500**/ S/N **680-0001 through 680-0500**

后舱/Aft cabin	295 磅/ lb. (基准后+440.82 英寸处/ in. aft of datum)
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尾锥/Tailcone	1,000 磅/lb. (基准后+522.07 英寸处 / in. aft of datum)
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序列号 **680-0501** 及其后/and on

后舱/Aft cabin	312 磅/ lb. (基准后+441.63 英寸处 /in. aft of datum)
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尾锥/Tailcone	1,000 磅/lb. (基准后+522.09 英寸处 / in. aft of datum)
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可用燃油量/Fuel Capacity (usable) :

序列号 **680-0001** 到 / through**680-0500**

总的可用燃油 11,223 磅（1675.2 加仑）。2 个机翼油箱每个承载可用燃油 5611.5 磅（837.6 加仑/gal）；（不可用燃油见注 1）基准后+412.80 英寸处。/Total usable fuel 11223 lb. (1675.2 gal). Two wing tanks with 5611.5 lbs. (837.6 gal) usable each; (see NOTE 1 for unusable) +412.80 in. aft of datum.

序列号 **680-0501** 及其后/and on

总的可用燃油 11,394 磅（1700 加仑）。2 个机翼油箱每个承载可用燃油 5697 磅（850 加仑/gal）；（不可用燃油见注 1）基准后+413.43 英寸处。/Total usable fuel 11,394 lb. (1700 gal). Two wing tanks with 5697 lbs. (850 gal) usable each; (see NOTE 1 for unusable) +413.43 in. aft of datum.

可用滑油量/Oil Capacity (usable): 每个发动机固定一个滑油箱：每个发动机 5.28 夸脱可用滑油；基准后+534.17 英寸处；（见注 1）
/Tank mounted on each engine: 5.28 quarts usable each engine; +534.17 in. aft of datum; (see NOTE 1)

最大运行高度 47,000 英尺/Maximum Operating Altitude 47,000 ft.

操纵面运动/Control Surface Movements:

升降舵/Elevator	向上/Up 16.6 +1/-0 度/degrees
	向下/Down 9.4 +1/-0 度/degrees
升降舵配平片/Elevator Trim Tab	向下/Down 2.1 +/-0.5 度/degrees
	向下/Down 11.0 +/-0.5 度/degrees
	升降舵配平片向上和向下极限均低于操纵面中立位置/The upper and lower elevator trim tab limits are both below the control surface neutral position.
方向舵/Rudder	向右/Right 30.5 +/-0.5 度/degrees
	向左/Left 30.5 +/-0.5 度/degrees
方向舵配平片/Rudder Trim Tab	向右/Right 3.0 +/-0.5 度/degrees
	向左/Left 3.0 +/-0.5 度/degrees
水平安定面/Horizontal Stabilizer	向上/Up 6.9 +/-0.5 度/degrees
	向下/Down 1.2 +/-0.5 度/degrees
左副翼/Aileron Left	向上/Up 18.8 +/-0.5 度/degrees
	向下/Down 13.4 +/-0.5 度/degrees
右副翼/Aileron Right	向上/Up 18.5 +/-0.5 度/degrees

	向下/Down 13.6 +/-0.5 度/degrees
副翼配平片/Aileron Trim Tab	向下/Up 10.0 +/-0.5 度/degrees
	向下/Down 10.0 + /-0.5 度/degrees
襟翼/Wing Flap	向上/Up 0 +/-0.2 度/degrees
	起飞 / T.O. 7 +/-0.5 度/degrees
	起飞/进近/T.O./Appr. 15 +/-1.0 度/degrees
	680-0001 到/through 680-0500
	着陆/Land 35 +2.0/-2.0 度/degrees
	680-0501 及其后 / and on
	着陆/Land 35 +1.0/-2.0 度/degrees
速度刹车板 5 和 6/Speed Brakes – Panels 5,6	0-24.0 +/-1.0 度/degrees
速度刹车板 1 和 10/Speed Brakes – Panels 1,10	0-35.0 +/-1.0 度/degrees
横滚扰流板 2,3,8,9/Roll Spoilers – Panels 2,3,8,9	0-35.0 +/-1.0 度/degrees
横滚扰流板 4,7/Roll Spoilers – Panels 4,7	0-24.0 +/-1.0 度/degrees

操作说明见飞机维修手册/See Airplane Maintenance Manual for rigging instructions.

生产序列号/Serial Nos. Eligible: 680-0001 及其后/680-0001 and on

基准/Datum: 位于机头千斤顶顶点前 140.40 英寸处/140.40 in. forward of the nose jack point.

测水平措施/Leveling Means: 纵向/Longitudinal – 座舱门内外侧地板 BL 13 英寸处的位置水平线/Place level on the outboard floor panel at BL 13.00 inches, inside of the cabin door.

横向/Lateral – 与驾驶员座椅后大部分后位置内侧座椅轨道相交的位置水平线/Place level across inboard seat tracks behind crew seats at most aft position.

审定基础/Certification Basis (序列号 680-0001 到 / through 680-0500) :

- (1) 1965 年 2 月 1 日生效并按修正案 25-1 到 25-98 修正的联邦航空条例 14 CFR 25 部 /14 CFR Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by amendments 25-1 through 25-98;
- (2) 1990 年 9 月 10 日生效并按修正案 34-1 到 34-3 修正的联邦航空条例 14 CFR 34 部/14 CFR Part 34 of the Federal Aviation Regulations effective September 10, 1990, as amended by amendments 34-1 through 34-3;
- (3) 1969 年 12 月 1 日生效并按修正案 36-1 到 36-28 修正的联邦航空条例 14 CFR 36 部/14 CFR Part 36 of the Federal Aviation Regulations effective December 1, 1969, as amended by amendment 36-1 through 36-28;
- (4) 符合 1972 年的噪声控制法/Compliance with the Noise Control Act of 1972;
- (5) 专用条件如下/Special Conditions as follows:
 - (a) No. 25-214-SC, 高强度辐射场/High Intensity Radiated Fields (HIRF).
 - (b) No. 25-248-SC, 侧向单乘员座椅/Side-Facing Single-Occupant Seats.
- (6) 豁免如下/Exemption as follows:
 - (a) 豁免号 7625A, 对多乘员侧向座椅免于§25.785(b)条（一般乘员防护要求）的豁免/Exemption No. 7625A, from the general occupant protection requirements of §25.785(b) for multiple-occupancy, side-facing divans.
 - (b) 豁免号 8280, 关于§25.161(d)条横向配平要求的豁免/Exemption No. 8280, from the lateral trim requirements of 14 CFR 25.161(d).（见备注 11/see NOTE11）
 - (c) 豁免号 10089, 关于§25.1447（c）（1）条氧气分配部件要求的豁免 / Exemption No. 10089, from oxygen dispensing unit requirement of §25.1447（c）（1）.
- (7) 等效安全/Equivalent level of safety as follows:
 - (a) TC2548WI-T-AG-1, 水上迫降时的旅客应急出口/Ditching Emergency Exits for Passengers.
 - (b) TC2548WI-T-AG-2, 客舱之间的门/Door Between Passenger Compartments.
 - (c) TC2548WI-T-AG-3, 过道宽度/Width of Aisle.

- (d) TC2548WI-T-AG-4, 出口位置指示措施和出口标识符/Exit Locator and Exit Marking Signs.
- (e) TC2548WI-T-AG-5, 主门标牌/Placards for Main Entry Door.
- (f) TC2548WI-T-AG-6, 阵风 and 持续涡流载荷/Gust and Continuous Turbulence Loads.
- (g) TC2548WI-T-F-1, 用 1-G 失速速度替代作为确定符合性基础的失速最小速度/Use of 1-G Stall Speeds Instead of Minimum Speed in the Stall as a Basis for Determining Compliance.
- (h) TC2548WI-T-P-1, 数字式 APU 指示器 (滑油温度、燃气温度、转速表) /Digital APU Indicators (Oil Temperature, Gas Temperature, Tachometer).
- (j) TC2548WI-T-P-2, 数字式发动机参数—燃油流量/Digital Engine Parameter, Fuel Flow.
- (k) TC2548WI-T-P-5, 为保护 APU 和行李舱而使用单个灭火瓶/Use of Single Fire Suppression Bottle for Protection of APU and Baggage Compartment.
- (l) TC2548WI-T-P-6, 反推的合格审定/Certification of Thrust Reversers.
- (m) TC2548WI-T-SE-5, 电动备用方向指示器 (罗盘) /Electric Standby Direction Indicator (Compass).
- (n) TC2548WI-T-SG-1, 座舱压力—高高度起飞和着陆运行/Cabin Pressurization - High Altitude Takeoff and Landing Operation.
- (p) Cessna-066650-SG-5, 在 14000 英尺 (4267 米) 和 15000 英尺 (4572 米) 之间的高高度机场运行的选装 / (n) Cessna-066650-SG-5, Operational at High Altitude Airports between 14,000 ft and 15,000 ft.
- (8) 不满足§ 25.801 关于水上迫降的要求/14 CFR § 25.801 ditching not complied with.
- (9) 已经证明满足的防冰要求与§ 25.1419一致/Compliance with ice protection has been demonstrated in accordance with 14 CFR § 25.1419.

审定基础/Certification Basis (序列号 680-0501 及其后 / and on) :

- (1) 1965 年 2 月 1 日生效并按修正案 25-1 到 25-98 修正的联邦航空条例 14 CFR 25 部 /14 CFR Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by amendments 25-1 through 25-98;

(a) 附加条款 / Additions (下表所示 / as shown in table):

条款号 / Section	标题 / Title	修正案水平 / Amendment Level	备注 / Comments
25.899	电搭接和防静电保护 / Electrical bonding and protection against static electricity.	25-129	适用于要求进行电搭接和 P 静电防护的小翼安装和飞机上安装的所有设备 / For winglet installation and all aircraft installations requiring electrical bonding and p-static protection.
25.1317	高强辐射场 (HIRF) 防护 / High-intensity Radiated Field (HIRF) Protection	25-129	适用于航电升级、小翼安装, 内饰升级和自动油门 / For avionics upgrade, winglet installation, upgraded interior and aotothrottle.
25.1323	空速指示系统 / Airspeed indicating system	25-129	适用于整个飞机 / For entire airplane.
25.1325	静压系统 / Static pressure system	25-129	适用于整个飞机 / For entire airplane.
25.1419	防冰 / Ice protection	25-129	适用于整个飞机。参见第 9 节“附加设计要求” / For entire airplane. Refer to Section 9 “Additional Design Requirements” for clarification
25.1431	电子设备 / Electronic equipment	25-129	适用于小翼安装、动力装置改进和航电系统 / For winglet installation, powerplant improvements, and

			avionics systems
25.1459	飞行记录器 / Flight data recorders	25-129	适用于当安装了选装的 飞行记录器时 / For when the optional flight data recorder is installed
25.1001	应急放油系统 / Fuel jettisoning system	25-129	适用于整个飞机 / For entire airplane
Subpart B	飞行 / Flight	25-115	适用于整个飞机 / For entire airplane
Subpart G	使用限制和资料 / Operating Limitations and Information	25-115	适用于整个飞机（见附 加设计要求 (9)(c)） / For entire airplane (see Additional Design Requirement (9)(c))
25.773	驾驶舱视界/Pilot compartment view	25-108	适用于整个飞机 / For entire airplane.
25.1329	飞行导引系统 / Flight guidance system	25-119	仅适用于自动油门 / For autothrottle only
25.981	燃油箱点燃防护 / Fuel tank ignition prevention	25-125	适用于小翼安装 / For winglet installation
25.1457(a)(6)	驾驶舱录音机 / Cockpit voice recorders	25-124	适用于当安装了选装的 数据链系统时 / When an optional data link system is installed
25.1457(d)(5)	驾驶舱录音机 / Cockpit voice recorders	25-124	当选装的飞行记录器也 被要求安装时 / When the optional flight data recorder is also required

- (2) 1990 年 9 月 10 日生效并按修正案 34-1 到 34-4 修正的联邦航空条例 14 CFR 34 部/14 CFR Part 34 of the Federal Aviation Regulations effective September 10, 1990, as amended by amendments 34-1 through 34-4;
- (3) 1969 年 12 月 1 日生效并按修正案 36-1 到 36-28 修正的联邦航空条例 14 CFR 36 部/14 CFR Part 36 of the Federal Aviation Regulations effective December 1, 1969, as amended by amendment 36-1 through 36-28;
- (4) 符合 1972 年的噪声控制法/Compliance with the Noise Control Act of 1972;
- (5) 专用条件如下/Special Conditions as follows:
 - (a) No. 25-248-SC, 侧向单乘员座椅/Side-Facing Single-Occupant Seats.
 - (b) No. 25-507-SC, 飞机电子系统对未授权的内部接近的防护 / Aircraft Electronic System Security Protection from Unauthorized Internal Access.
 - (c) No. 25-508-SC, 飞机电子系统对未授权的外部接近的防护 / Aircraft Electronic System Security Protection from Unauthorized External Access.
- (6) 豁免如下/Exemption as follows:
 - (a) 豁免号 7625A, 对多乘员侧向座椅免于§25.785(b)条（一般乘员防护要求）的豁免/Exemption No. 7625A, from the general occupant protection requirements of §25.785(b) for multiple-occupancy, side-facing divans.
 - (b) 豁免号 No. 10902, 25.901(c) 非可控高推力（见备注 12） / Uncontrollable High Thrust (see Note 12)
- (7) 等效安全/Equivalent level of safety as follows:
 - (a) TC2548WI-T-AG-1, 水上迫降时的旅客应急出口/Ditching Emergency Exits for Passengers.
 - (b) TC2548WI-T-AG-2, 客舱之间的门/Door Between Passenger Compartments.
 - (c) TC2548WI-T-AG-3, 过道宽度/Width of Aisle.
 - (d) TC2548WI-T-AG-4, 出口位置指示措施和出口标识符/Exit Locator and Exit Marking Signs.
 - (e) TC2548WI-T-AG-5, 主门标牌/Placards for Main Entry Door.
 - (f) TC2548WI-T-AG-6, 阵风 and 持续涡流载荷/Gust and Continuous Turbulence Loads.

- (g) TC2548WI-T-P-6, 反推的合格审定/Certification of Thrust Reversers.
 - (h) TC2548WI-T-SE-5, 电子备用航向指示器（罗盘）/Electric Standby Direction Indicator (Compass)
 - (j) AT5438WI-T-P-5, 25.901(c), 25.903(d)(2), 25.1305, 25.1309(a)(b)(c), 25.1321(c)(2), 25.1322 和/and 25.1549, 仅数字显示的 N2, 燃油压力, 燃油温度和滑油量/Digital-Only Display of Turbine Engine High Pressure Rotor Speed (N2), Oil Pressure, Oil Temperature and Fuel Flow.
 - (k) AT5438WI-T-P-1, 25.3015(a)(4)(5)(6)和/and 25.1549(a)(b)(c) 数字式 APU 指示器/Digital display of APU Instruments.
 - (l) TC2548WI-T-P-5, 25.857, 25.1195 为保护 C 级行李舱和 APU 安装而使用单个灭火瓶/Use of Single Fire Suppression Bottle for Protection of both a Class C baggage compartment and APU installation
 - (m) TC2548WI-T-SG-1, 25.841(a), (b)(6)和/and (b)(8) 座舱压力—高高度起飞和着陆运行/Cabin Pressurization - High Altitude Takeoff and Landing Operation.
 - (n) Cessna-072100-P-4, 25.1141(f)(2), 动力装置阀门指示/Powerplant Valve Indication
- (8) 不满足§ 25.801 关于水上迫降的要求/14 CFR § 25.801 ditching not complied with.
- (9) 附加设计要求
- (a) 飞行在结冰环境下/Flight in icing conditions
- 设计符合25-129修正案水平下的25.21(g), 25.103, 25.105, 25.107, 25.111, 25.119, 25.121, 25.123, 25.125, 25.143, 25.207, 25.237, 和 25.253, 除非按照25-0修正案水平下附录C中定义的基于环境结冰条件的冰积聚来表明符合性/The design complies with 14CFR 25.21(g), 25.103, 25.105, 25.107, 25.111, 25.119, 25.121, 25.123, 25.125, 25.143, 25.207, 25.237, and 25.253 at amendment 25-129, except that compliance may be shown using ice accretions based on the atmospheric icing conditions defined in Appendix C at amendment 25-0.
- (b) 空中发动机重启/In-Flight Engine Restart
- 在下列条件下, 使用飞行手册中提供的程序, 飞机必须建立双发停车场景后的最小重启能力 /A minimum restart capability after an all-engine-out

scenario must be established under the following conditions using procedures provided in the Airplane Flight Manual (AFM):

- a. 在起飞和初始爬升阶段，在双发停车场景后及发动机燃油供油恢复之时飞机应具有能力，使得飞行机组可立即恢复发动机功率 /During the take-off and the initial climb-out portion of the flight, the airplane has the capability for the flight crew to restore engine power immediately following an all-engine-out scenario and when the fuel source to the engine is restored.
 - b. 在巡航速度的高高度飞行阶段及最大高度时，飞机应有能力使飞行机组采用下述任一或两种方式，在飞机下降到15,000英尺以下前即可将发动机从稳定的风车转速重启 /During the high altitude portion of the flight at cruise speed and maximum altitude, the airplane has the capability for the flight crew to restart engines from a stabilized windmill speed prior to descending below an altitude of 15,000 ft. by showing either or both:
 - 1) 除一个发动机之外的所有发动机都被重启并加速到产生最大连续推力或功率，或者 /All but one engine should be restarted and accelerated to produce maximum continuous thrust/power, or
 - 2) 为保证飞机处于平飞，发动机应被重启并获得必要的推力或功率 /The engine(s) should be restarted, and the necessary thrust/power achieved, to enable the airplane to maintain level flight.
 - c. 在速度大于最低襟翼抬起“保持速度”和高度低于20,000英尺的飞行中，飞机应有能力使飞行机组采用下述任一或两种方式，在飞机从重启发动机程序开始点下降到5,000英尺前，以及在空速超过300节前，即可将发动机从稳定的风车转速重启 /During flight at speeds greater than the minimum flaps-up “holding speed” and at altitudes below 20,000 ft., the airplane has the capability for the flight crew to restart engines from a stabilized windmill speed prior to descending 5,000 ft. from the initiation of the restart procedure and prior to exceeding an airspeed of 300 knots, by showing either or both:
 - 1) 除一个发动机之外的所有发动机都被重启并加速到产生最大连续推力或功率，或者 /All but one engine should be restarted and accelerated to produce maximum continuous thrust/power, or
 - 2) 为保证飞机处于平飞，发动机应被重启并获得必要的推力或功率 /The engine(s) should be restarted, and the necessary thrust/power achieved, to enable the airplane to maintain level flight.
- (c) 飞机飞行手册/Airplane Flight Manual (AFM)

与设计机动速度 V_A 相关的飞行手册文本应满足25-130号修正案水平下的25.1583条要求 /The AFM text associated with the design maneuvering speed (V_A) meets the requirements of 14CFR 25.1583, amendment 25-130.

(10) 26 部不适用 /14 CFR Part 26 is not applicable.

生产基础/Production Basis: 2004年9月1日更改的第4号生产合格证, 以增加680型飞机生产项目。对新飞机系列, 生产合格证的飞机系列有效性见注10。/Production Certificate No. 4 amended to add Model 680 effective September 1, 2004. See Note 10 for airplane serial effectivity of Production Certificate No. 4 on new airplane serials.

设备/Equipment: 有关适航规章(见合格审定基础)要求的基本设备必须安装在合格审定的飞机上/The Basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification.

注 1/NOTE 1: 初始合格审定时为每架飞机提供了当时的重量和平衡信息, 包括经合格审定过的空重中的设备清单, 以及加载说明。/Current weight and balance information, including list of equipment included in certificated empty weight, and loading instructions are provided for each airplane at the time of original certification.

合格审定过的空重及其对应的重心位置必须包括/The certificated empty weight and corresponding center of gravity location must include:

序列号 680-0001 到/through 680-0500

Unusable fuel	82.90 lb. at +405.86 in.
Full oil	33.50 lb. at +534.17 in.
Hydraulic Fluid	46.83 lb. at +505.53 in.

序列号 680-0501 及其后/and on

Unusable fuel	86.85 lb. at +410.66 in.
Full oil	33.50 lb. at +534.17 in.
Hydraulic Fluid	46.83 lb. at +505.53 in.

注 2/NOTE 2: 序列号 680-0001 到/through 680-0500: 各飞机必须根据 FAA 批准的件号为 68FM-00 的飞机飞行手册 (或 FAA 批准的更改版本) 运行。编号为 68PC00 的图解零件目录 (或后来的版本) 的第 11 章中列出了要求的标牌和标志。/Airplanes must be operated according to the FAA Approved AFM, part number 68FM-00 (or later FAA approved revision). Required placards and markings are listed in Chapter 11 of Illustrated Parts Catalog, part number 68PC00 (or later revision).

序列号 680-0501 及其后/ and on: 各飞机必须根据 FAA 批准的件号为 68FMA-00 的飞机飞行手册 (或 FAA 批准的更改版本) 运行。编号为 68PC00 的图解零件目录 (或后来的版本) 的第 11 章中列出了要求的标牌和标志。/Airplanes must be operated according to the FAA Approved AFM, part number 68FMA-00 (or later FAA approved revision). Required placards and markings are listed in Chapter 11 of Illustrated Parts Catalog, part number 68PC00 (or later revision).

注 3/NOTE 3: 检查、强制性退役寿命信息、以及其它持续适航要求等见维修手册第 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 4/NOTE 4: 型号合格证上的飞机定义是零件清单 6900000---飞机装配/Aircraft definition for Type Certificate is Parts List 6900000, Airplane Assembly.

注 5/NOTE 5: 合格审定维修要求 (CMR) 见维修手册第 4 章。工程批准 Certification Maintenance Requirements (CMR) are found in Maintenance Manual, Chapter 4. Engineering approval of the CMR's is documented in the Cessna System Safety Assessment reports.

注6/NOTE 6: 已被删除/Deleted.

注 7/NOTE 7: 680 型飞机已由符合某些 25 部条款被批准在高高度运行 (41,000 英尺以上高度)。为确保维持符合性, 任何对压力容器的更改都必须根据合适的合格审定基础中表明要求获得批准。为确保压力符合性不受影响, 这包括可能导致大于 3.98 平方英寸的压力容器开口的更改, 或在破裂增长过程中, 或天线损失过程中。/The Model 680 airplanes have been approved for high altitude operations (altitudes above 41,000 feet), by compliance with certain Part 25 sections. To ensure the compliance is maintained, any modifications to the pressure vessel must be approved in accordance with the requirements as shown in the appropriate certification basis. To ensure pressurization compliance is not affected, this includes modifications which could result in a pressure vessel opening, either through crack-growth or antenna loss, greater than 3.98 sq. in.

注 8/NOTE 8: 2003 年 12 月 24 日, 680 型飞机获得一个临时型号合格证, 随后在 2004 年 6 月 2 日颁发型号合格证时其被删除。/The Model 680 received a Provisional Type Certificate on December 24, 2003, that was subsequently cancelled when the Type Certificate was issued on June 2, 2004.

注9/NOTE 9: 680型飞机已经表明满足减少的最小垂直间隔 (RVSM) 空域的运行适航要求。没有服务通告与此要求相关。所有系列号都是适当的。每一营运商必须直接获得CAAC的RVSM运行批准。/The Model 680 has been shown to meet the airworthiness requirements for operations in Reduced Vertical Separation Minimum (RVSM) airspace. No Service Bulletin is associated with this requirement. All serial numbers are eligible. Each operator must obtain RVSM operating approval directly from the CAAC.

注10/NOTE10: 第4号生产合格证适用于系列号680-0005及其以后的680型飞机。/Production Certificate No. 4 applies to Model 680 serial numbers 680-0005 and on.

注11/NOTE11: 对25.161(d)横向配平要求的 8280号豁免仅适用于序列号从680-0001到680-0049的飞机 /Exemption No. 8280, from the lateral trim requirements of 14CFR 25.161(d), is only applicable to serial numbers 680-0001 thru 680-0049.

注12/NOTE12: 在Cessna文件（维修手册第4章适航限制）中列出的任何非可控高推力失效状态，或任何相关的级联故障，都可能危害飞机的安全运行。因此，CAAC建议营运人根据营运规章的要求报告任何这种故障 /The occurrence of any uncontrollable high-thrust failure condition, or any of the associated causal failures listed within Cessna Document (Maintenance Manual Chapter 4 Airworthiness Limitations), may endanger the safe operation of an airplane. Consequently, the CAAC recommends that operators be encouraged to report any such failures in accordance with CAAC operating rules.

注13/NOTE13: 以下序列号是在Cessna Aircraft Company生产的： 680-0001 thru 680-0547。

注14/NOTE14: 公司名称生效日期2015年7月29日。680-0548及之后的序列号是在Textron Aviation Inc生产的。

2. 680A 型纬度（运输类），（序列号 680A-0001 及以后）2015 年 6 月 5 日批准/Model 680A Latitude (Transport Category) S/N 680A-0001 and On Approved June 5, 2015

技术特征/Technical Characteristics

发动机：两台加拿大 Pratt & Whitney 公司生产的 PW306D1 发动机/Engines: Two Pratt & Whitney Canada Corp. PW306D1 turbofans. PW306D1 型发动机于 2017 年 8 月 14 日获得 CAAC 颁发的 VTC，编号为 VTC0068A/Model PW306D1 got CAAC VTC approval on Aug. 14, 2017, VTC No. VTC0068A.

燃油：商用煤油 Jet A, Jet A-1, Jet B, JP-4, JP-5, JP-8, TS-1, RT 和中国 GB 6537-2006 3 号喷气燃料 /Fuel: Commercial kerosene Jet A, Jet A-1, Jet B, JP-4, JP-5, JP-8, TS-1, RT and No. 3 Jet.

发动机极限静推力（标准日，海平面）/ Engine Limits Static thrust standard day, sea level:

起飞/Takeoff: 5907 磅 (lb)

最大连续/Max. Continuous: 5907 磅 (lb)

发动机转子最大允许工作转速（起飞和最大连续）/Max. permissible engine rotor operating speeds (Takeoff and Maximum Continuous):

N_1 （风扇转速/fan）：105.0%（100% = 10,608 转/分钟（r.p.m））

N_2 （燃气发生器转速/Gas Gen.：105.0%（100% = 26,930 转/分钟（r.p.m））

最大允许涡轮间燃气温度/ Max. permissible interturbine gas temperatures:

起飞/Takeoff: 920℃

最大连续/Max. continuous: 920℃

瞬间（20 秒）和起动/Transient（20 sec.） and starting: 950 °C

空速限制/ Airspeed limitations:

Vmo（最大运行/maximum operating）：

8,000 英尺以下/Below 8,000 ft: 270 KIAS（270 KCAS）

8,000 英尺到 29,833 英尺/8,000 ft. to 29,833 ft: 305 KIAS（305 KCAS）

29,833 英尺以上 Mmo/Mmo above 29,833 ft: 0.80 M_I （0.80 校准马赫数 /MACH

calibrated)

V_A (海平面机动/maneuvering sea level) : 30,800 磅/lb.---191KIAS (191 KCAS)

随重量和高度变化见飞行手册/See AFM for variations with weight and altitude.

颠簸气流速度 V_{RA} (Rough air speed) :

38,813 英尺以下 / Below 38,813 ft.: 225 KIAS (225 KCAS)

38,813 英尺以上 / Above 38,813 ft.: 0.73M_I (0.73 校准马赫数 / MACH calibrated)

放襟翼空速 (Flap extension speeds) :

V_{FE} (位置 UP 到 1/Position UP to 1) : 250 KIAS (250 KCAS)

V_{FE} (位置 1 到 2/Position 1 to 2) : 200 KIAS (200 KCAS)

V_{FE} (位置 2 到 FULL/Position 2 to FULL) : 175 KIAS (175 KCAS)

V_{MCA} (最小操纵速度/Minimum control speed) : 空中襟翼 1/Air Flaps 1---88 KIAS (88 KCAS)

V_{MCA} (最小操纵速度/Minimum control speed) : 空中襟翼 2/Air Flaps 2---83 KIAS (83 KCAS)

V_{MCL} (最小操纵速度/Minimum control speed) : 着陆襟翼 2/Landing Flaps 2---83 KIAS (83 KCAS)

V_{MCL} (最小操纵速度/Minimum control speed) : 着陆襟翼 FULL/Landing Flaps FULL---78 KIAS (78KCAS)

V_{MCG} (最小操纵速度/Minimum control speed) : 地面襟翼 1/Ground Flaps 1---88 KIAS (88KCAS)

V_{MCG} (最小操纵速度/Minimum control speed) : 地面襟翼 2/Ground Flaps 2---91KIAS (91 KCAS)

V_{LO} (起落架工作/landing gear operating) : 210 KIAS (211 KCAS)

V_{LE} (起落架伸出/landing gear extended) : 210 KIAS (211 KCAS)

V_{SB} (速度刹车伸出/speed brakes extended) : 有或没有襟翼的任何速度
/Any speed with or without flaps

自动驾驶仪工作时的最大速度/Maximum autopilot operating speed:

8,000 英尺以下/Below 8,000 ft: 270 KIAS (270 KCAS)

8,000 英尺到 29,833 英尺/8,000 to 29,833 ft.: 305 KIAS (305 KCAS)

29,833 英尺以上/Above 29,833 ft.: 0.80 M_I (0.80 MACH 校准的/calibrated)

最大轮胎地速/Maximum tire ground speed: 182 节/182 knots

重心范围/C.G. Range (起落架伸出/Landing Gear Extended)

设计重心极限/Design C.G. Limits:

前重心/Forward: 19,700 磅到 23,700 磅时的 18.00%平均气动弦
/18.00%MAC at 19,700 lbs. To 23,700 lbs.

从 23,700 磅时的 18%平均气动弦到 31,050 磅时的
21.68%平均气动弦为线性变化/Linear variation from
18.00% MAC at 23,700 lbs. To 21.68% MAC at 31,050
lbs

起飞前重心/Takeoff Forward: 30,800 磅时的 21.56%平均气动弦/21.56%MAC
at 30,800 lbs.

后重心/Aft: 17,500 磅到 31,050 磅时的 31.00%平均气动弦/31.00% MAC at
17,500 lbs. To 31,050 lbs.

起落架收起瞬间-7,954 英寸-磅/Landing Gear retracting moment (-
7,954) in-lb.

空重重心范围/Empty Wt. C.G. Range: 无 / None.

平均气动弦/MAC: 107.06 英寸/107.06 in. (起落架伸出的平均气动弦位于基准后
+368.24 英寸处/L.E. of MAC at +368.24 in. aft of datum)

最大重量/Maximum Weight :

起飞/ Takeoff-----30,800 磅/ lb

	升降舵配平片向上和向下极限均低于操纵面中立位置/The upper and lower elevator trim tab limits are both below the control surface neutral position.
方向舵/Rudder	向右/Right 30.5 +/-0.5 度/degrees 向左/Left 30.5 +/-0.5 度/degrees
方向舵配平片/Rudder Trim Tab	向右/Right 3.0 +/-0.5 度/degrees 向左/Left 3.0 +/-0.5 度/degrees
水平安定面/Horizontal Stabilizer	向上/Up 7.4 +/-0.5 度/degrees 向下/Down 1.2 +0.2/-0.0 度/degrees
左副翼/Aileron Left	向上/Up 18.8 +/-0.5 度/degrees 向下/Down 13.4 +/-0.5 度/degrees
右副翼/Aileron Right	向上/Up 18.5 +/-0.5 度/degrees 向下/Down 13.6 +/-0.5 度/degrees
副翼配平片/Aileron Trim Tab	向下/Down 10.0 +/-0.5 度/degrees 向上/Up 10.0 +/-0.5 度/degrees
襟翼/Wing Flap	Up 0 +/-0.2 度/degrees 1 7.1 +/-0.5 度/degrees 2 15.1 +/-1.0 度/degrees FULL 35.1 +1.0/-2.0 度/degrees
速度刹车板 5 和 6/Speed Brakes – Panels 5,6	0-24 +/-1.0 度/degrees
速度刹车板 1 和 10/Speed Brakes – Panels 1,10	0-35 +/-1.0 度/degrees
横滚扰流板 2,3,8,9/Roll Spoilers – Panels 2,3,8,9	0-35 +/-1.0 度/degrees
横滚扰流板 4,7/Roll Spoilers – Panels 4,7	0-24 +/-1.0 度/degrees

操作说明见飞机维修手册/See Airplane Maintenance Manual for rigging instructions.

生产序列号/Serial Nos. Eligible: 680A-0001 及其后/680A-0001 and on

基准/Datum: 位于机头千斤顶顶点前 135.52 英寸处/135.52 in. forward of the nose jack point.

测水平措施/Leveling Means: 纵向/Longitudinal –放置水平尺在客舱登机门前地板的中心约 BL0.00 英寸处。Put the leveling bar on the center of the floorboard panel at approximately BL 0.00 inches, directly in front of the cabin entry door.

横向/Lateral –把水平尺置于驾驶员座椅滑轨内侧且与座椅滑轨的后部齐平。Put the leveling bar behind the inboard crew seat rails and flush against the rear of the seat rails.

审定基础/Certification Basis

- (1) 1965 年 2 月 1 日生效并按修正案 25-1 到 25-98 修正的联邦航空条例 14 CFR 25 部/14 CFR Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by amendments 25-1 through 25-98;

(a) 附加条款 / Additions (下表所示 / as shown in table):

条款号 / Section	标题 / Title	修正案水平 / Amendment Level	备注 / Comments
25.571	结构的损伤容限和 疲劳评定 /Damage- Tolerance and Fatigue Evaluation of Structure	25-134	机身，发动机支撑 /Fuselage, Engine Support
25.773	驾驶员视界/Pilot compartment view	25-134	适用于整个飞机 / For entire airplane.
25.783	机身舱门 /Fuselage Doors	25-134	适用于整个飞机 / For entire airplane.

25.807	应 急 撤 离 /Emergency exits	25-134	机身/Fuselage
25.809	应 急 出 口 布 置 /Emergency exit arrangement	25-134	机身/Fuselage
25.810	应急撤离辅助设施 与 撤 离 路 线 /Emergency egress assist means and escape routes	25-114	适用于整个飞机 / For entire airplane.
25.820	Lavatory doors	25-114	适用于整个飞机 / For entire airplane.
25.899	电搭接和防静电保护 / Electrical bonding and protection against static electricity.	25-134	适用于整个飞机 / For entire airplane.
25.903	发动机/Engines	25-134	适用于整个飞机 / For entire airplane.
25.981	燃油箱点燃防护 /Fuel tank explosion prevention	25-125	对于安装小翼 /For winglet installation
25.981(a)(d)	燃油箱点燃防护 /Fuel tank explosion prevention	25-134	机身/Fuselage
25.1001	应 急 放 油 系 统 /Fuel jettisoning system	25-134	适用于整个飞机 / For entire airplane.
25.1316	系 统 闪 电 防 护 /Electrical and electronic system lightning projection	25-134	适用于整个飞机 / For entire airplane.

25.1317	高 强 辐 射 场 (HIRF) 防 护 / High-intensity Radiated Field (HIRF) Protection	25-134	适用于整个飞机 / For entire airplane.
25.1323	空速指示系统 / Airspeed indicating system	25-129	适用于整个飞机 / For entire airplane.
25.1325	静压系统 / Static pressure system	25-129	适用于整个飞机 / For entire airplane.
25.1329	飞 行 导 引 系 统 /Flight guidance system	25-119	For auto throttle only
25.1419	防 冰 / Ice protection	25-129	For entire airplane.
25.1431	电 子 设 备 / Electronic equipment	25-129	适用于小翼安装、动力 装置改进和航电系统 / For winglet installation, powerplant improvements, and avionics systems
25.1457(a)(6)	Cockpit voice recorders	25-124	适用于当安装了选装的 数据链系统时 / When an optional data link system is installed
25.1459	飞 行 记 录 器 / Flight data recorders	25-129	适用于当安装了选装的 飞行记录器时 / For when the optional flight data recorder is installed
B 分 部 /Subpart B	飞行 / Flight	25-129	适用于整个飞机 / For entire airplane
G 分 部 /Subpart G	使用限制和资料 / Operating Limitations and Information	25-115	适用于整个飞机 / For entire airplane

G 分 部 /Subpart G	使用限制和资料 / Operating Limitations and Information	25-130	与设计机动速度 (VA) 相关的 AFM 文字必须符合要求的 14 CFR25.1583, 修正案 25-130 /The AFM text associated with the design maneuvering speed (VA) must meet the requirements of 14 CFR 25.1583, Amendment 25-130
附 录 C/Appendix C	冰形/Ice Shapes	25-0	原始冰形可用于表明符合性, 基于修正案 25 定义的大气结冰条件 /Original ice shapes can be used to show compliance, based on the atmospheric icing conditions defined at Amendment 25

- (2) 1990 年 9 月 10 日生效并按修正案 34-1 到 34-5 修正的联邦航空条例 14 CFR 34 部/14 CFR Part 34 of the Federal Aviation Regulations effective September 10, 1990, as amended by amendments 34-1 through 34-5;
- (3) 1969 年 12 月 1 日生效并按修正案 36-1 到 36-28 修正的联邦航空条例 14 CFR 36 部/14 CFR Part 36 of the Federal Aviation Regulations effective December 1, 1969, as amended by amendment 36-1 through 36-28;
- (4) 符合 1972 年的噪声控制法/Compliance with the Noise Control Act of 1972;
- (5) 专用条件如下/Special Conditions as follows:
- (a) No. 25-248-SC, 侧向单乘员座椅/Side-Facing Single-Occupant Seats.
 - (b) No. 25-507-SC, 飞机电子系统对未授权的内部接近的防护 / Aircraft Electronic System Security Protection from Unauthorized Internal Access.
 - (c) No. 25-508-SC, 飞机电子系统对未授权的外部接近的防护 / Aircraft Electronic System Security Protection from Unauthorized External Access.

(d) No. 25-579-SC, 飞行员视野划分-疏水剂替代风挡雨刷 Pilot Compartment View - Hydrophobic Coatings in Lieu of Windshield Wipers

(6) 豁免如下/Exemption as follows:

(a) 豁免号 7625B, 对多乘员侧向座椅免于§25.785(b)条（一般乘员防护要求）的豁免/Exemption No. 7625B, from the general occupant protection requirements of §25.785(b) for multiple-occupancy, side-facing divans.

(b) 豁免号 11350, Exemption No. 11350, 对§25.809(a)条应急门出口可视的豁免/14 CFR 25.809(a) for view out of emergency door exits

(7) 等效安全/Equivalent level of safety as follows:

(a) TC2548WI-T-AG-2, § 25.813(e), 客舱之间的门/Door Between Passenger Compartments.

(b) TC2548WI-T-AG-4, § 25.811(d)(1) and 25.812(b)(1), 出口位置指示措施和出口标识符/Exit Locator and Exit Marking Signs.

(c) TC2548WI-T-AG-6, § 25.341(b), 阵风 and 持续涡流载荷/Gust and Continuous Turbulence Loads.

(d) TC2548WI-T-P-6, § 25.933(a)(1)(ii), 反推的飞行标准/ Flight Critical Thrust Reversers.

(e) TC2548WI-T-SE-5, § 25.1303(a)(3) and 25.1547, 电子备用航向指示器（罗盘）/Electric Standby Direction Indicator (Compass)

(f) AT5438WI-T-P-5, § 25.1549(a), (b), & (c), , 仅数字显示的 N2, 燃油压力, 燃油温度和滑油量/Digital-Only Display of Turbine Engine High Pressure Rotor Speed (N2), Oil Pressure, Oil Temperature and Fuel Flow.

(g) AT5438WI-T-P-1, § 25.1305(a)(4)(5)(6)和/and § 25.1549(a)(b)(c) 数字式 APU 指示器/Digital display of APU Instruments.

(h) TC2548WI-T-P-5, § 25.857(c)(2)和 § 25.1195(a)(b), 为保护 C 级行李舱和 APU 安装而使用单个灭火瓶/Use of Single Fire Suppression Bottle for Protection of both a Class C baggage compartment and APU installation.

(i) Cessna-072100-AG-1, § 25.807(i), 应急出口—使用水障 Emergency Exit – Use of Water Barrier

- (j) Cessna-072100-S-3, § 25.831(g), 在故障条件时可接受的高温环境 /Acceptable High Temperature Physiological Environment During Failure Conditions
- (k) Cessna-072100-P-4, § 25.1141(f)(2), 动力装置阀门指示/Powerplant Valve Indication
- (l) Cessna-072100-S-5, § 25.783(d)(2), 客舱登机门 - 锁固定装置和锁系统的独立性/Cabin Entry Door – Independence of Latch Securing Means and Locking System
- (m) Cessna-072100-S-6, § 25.783(d)(2), 非承压门 - 锁固定装置和锁系统的独立性/Unpressurized Doors – Independence of Latch Securing Means and Locking Systems
- (n) Cessna-072100-S-2, § 25.841(a) (b)(6), 客舱压力 – 高海拔机场起飞和着陆运行系统/Cabin Pressurization – High Elevation Takeoff and Landing Operations Systems
- (8) 不满足§ 25.801 关于水上迫降的要求/14 CFR § 25.801 ditching not complied with.
- (9) 被证明符合防冰保护 14 CFR § 25.1419/Compliance with ice protection has been demonstrated in accordance with 14 CFR § 25.1419
- (10) 附加设计要求
 - (a) 空中发动机重启/In-Flight Engine Restart

在下列条件下，使用飞行手册中提供的程序，飞机必须建立双发停车场景后的最小重启能力 /A minimum restart capability after an all-engine-out scenario must be established under the following conditions using procedures provided in the Airplane Flight Manual (AFM):

- a. 在起飞和初始爬升阶段，在双发停车场景后及发动机燃油供油恢复之时飞机应具有能力，使得飞行机组可立即恢复发动机功率 /During the take-off and the initial climb-out portion of the flight, the airplane has the capability for the flight crew to restore engine power immediately following an all-engine-out scenario and when the fuel source to the engine is restored.
- b. 在巡航速度的高高度飞行阶段及最大高度时，飞机应有能力使飞行机组采用下述任一或两种方式，在飞机下降到15,000英尺以下前即可将发动机从稳定的风车转速重启 /During the high altitude portion of the flight at cruise speed and maximum altitude, the airplane has the capability for the flight crew to restart engines from a stabilized windmill speed prior to descending below an altitude of 15,000 ft. by showing either or both:

- 1) 除一个发动机之外的所有发动机都被重启并加速到产生最大连续推力或功率，或者 /All but one engine should be restarted and accelerated to produce maximum continuous thrust/power, or
 - 2) 为保证飞机处于平飞，发动机应被重启并获得必要的推力或功率 /The engine(s) should be restarted, and the necessary thrust/power achieved, to enable the airplane to maintain level flight.
- c. 在速度大于最低襟翼抬起“保持速度”和高度低于20,000英尺的飞行中，飞机应有能力使飞行机组采用下述任一或两种方式，在飞机从重启发动机程序开始点下降到5,000英尺前，以及在空速超过300节前，即可将发动机从稳定的风车转速重启 /During flight at speeds greater than the minimum flaps-up “holding speed” and at altitudes below 20,000 ft., the airplane has the capability for the flight crew to restart engines from a stabilized windmill speed prior to descending 5,000 ft. from the initiation of the restart procedure and prior to exceeding an airspeed of 300 knots, by showing either or both:
- 1) 除一个发动机之外的所有发动机都被重启并加速到产生最大连续推力或功率，或者 /All but one engine should be restarted and accelerated to produce maximum continuous thrust/power, or
 - 2) 为保证飞机处于平飞，发动机应被重启并获得必要的推力或功率 /The engine(s) should be restarted, and the necessary thrust/power achieved, to enable the airplane to maintain level flight.

(11) 26 部不适用 /14 CFR Part 26 is not applicable.

申请型号合格证更改的日期是2012年1月25日。包括680A型号的T00012WI型号合格证更改通过制造商的指定机构授权（ODA）程序。
/Application to amend type certificate was dated January 25, 2012. The type certificate T00012WI amended to include the Model 680A was obtained by the manufacturer using the Organization Designation Authorization (ODA) Procedures.

生产基础/Production Basis: 第4号生产合格证修订增加了680A型飞机生产项目。
/Production Certificate No. 4 amended to add Model 680A.

设备/Equipment: 有关适航规章（见合格审定基础）要求的基本设备必须安装在合格审定的飞机上/The Basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification.

注 1/NOTE 1: 初始合格审定时为每架飞机提供了当时的重量和平衡信息, 包括经合格审定过的空重中的设备清单, 以及加载说明。/Current weight and balance information, including list of equipment included in certificated empty weight, and loading instructions are provided for each airplane at the time of original certification.

合格审定过的空重及其对应的重心位置必须包括/The certificated empty weight and corresponding center of gravity location must include:

Unusable fuel	86.85 lb. at +395.22 in.
Full oil	33.50 lb. at +519.73 in.
Hydraulic Fluid	56.97 lb. at +415.52 in.

注 2/NOTE 2: 各飞机必须根据 FAA 批准的件号为 680AFM-00 的飞机飞行手册 (或 FAA 批准的更改版本) 运行。编号为 68APC00 的图解零件目录 (或后来的版本) 的第 11 章中列出了要求的标牌和标志。/Airplanes must be operated according to the FAA Approved AFM, part number 680AFM-00 (or later FAA approved revision). Required placards and markings are listed in Chapter 11 of Illustrated Parts Catalog, part number 68APC00 (or later revision).

注 3/NOTE 3: 检查、强制性退役寿命信息、以及其它持续适航要求等见维修手册第 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 4/NOTE 4: 型号合格证上的飞机定义是零件清单 7400000---飞机装配/Aircraft definition for Type Certificate is Parts List 7400000, Airplane Assembly.

注 5/NOTE 5: 合格审定维修要求 (CMR) 见维修手册第 4 章。工程批准 Certification Maintenance Requirements (CMR) are found in Maintenance Manual, Chapter 4. Engineering approval of the CMR's is documented in the Cessna System Safety Assessment reports.

注 6/NOTE 6: 680A 型飞机已由符合某些 25 部条款被批准在高高度运行 (41,000 英尺以上高度)。为确保维持符合性, 任何对压力容器的更改都必须根据合适的合格审定基础中表明要求获得批准。为确保压力符合性不受影响, 这包括可能导致大于 5.00 平方英寸的压力容器开口的更改, 或在破裂增长过程中, 或天线损失过程中。/The Model 680A airplanes have been approved for high altitude operations (altitudes above 41,000 feet), by compliance with certain Part 25 sections. To

ensure the compliance is maintained, any modifications to the pressure vessel must be approved in accordance with the requirements as shown in the appropriate certification basis. To ensure pressurization compliance is not affected, this includes modifications which could result in a pressure vessel opening, either through crack-growth or antenna loss, greater than 5.00 sq. in.

注 7/NOTE 7: 型号 680A 已经展示符合 RVSM 空域运行的适航要求。所有序号的飞机都是合格的。每一个运营人必须获得 FAA 直接的 RVSM 运行批准。/The Model 680A has been shown to meet the airworthiness requirements for operations in RVSM airspace. All serial numbers are eligible. Each operator must obtain RVSM operating approval directly from the FAA.

注8/NOTE 8: 以下序号是在Cessna Aircraft Company生产: 680A0005 (TC Only) 。/The following serials are manufactured under the name Cessna Aircraft Company: 680A0005 (TC Only).

注9/NOTE 9: 公司名称变更生效于2015年7月29日。以下序号是在Textron Aviation Inc生产: 680A0001到680A0004, 680A0006及以后。/ Company name change effective 7/29/15. The following serials are manufactured under the name Textron Aviation Inc.: 680A-0001 thru 680A0004, 680A0006 and On.

注10/NOTE 10: 在高海拔机场的起飞和着陆运行, 飞行机组使用的告警系统, 可能会导致不遵守FAR §§91.211 (a) (1)、121.329 (b) (1) 和 (b) (2) 和135.89 (b) 在飞行机组使用补充氧气的要求。/Flight crew use of the alerting system during high elevation airport takeoff and landing operations may result in non-compliance with §§ 91.211(a)(1), 121.329(b)(1) and (b)(2), and 135.89(b) requirements for flight crew use of supplemental oxygen.

-----结束/END-----