

型号认可数据单

TYPE VALIDATION DATA SHEET

No: VTC-116A

改版 (Revision): 1

型号 (Type): 560XL

批准人 (Approved by):

周凯施

日期 (Date): 2004-11-8

本型号认可数据单, 作为型号认可证 No. VTC-116A 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-116A, 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:

Type Certificate Holder:

Cessna Aircraft Company

P. O. Box 7704

Wichita, Kansas 67277

型号

Models

560XL

美国联邦航空局型号合格证 No. A22CE 颁发日期: 1971 年 9 月 9 日。

型号合格证数据单 No. A22CE, 改版 59, 颁发日期: 2004 年 3 月 22 日。

This data sheet which is part of Type Certificate No. A22CE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

FAA Type Certificate No. A22CE, Date of Issue: September 9, 1971.

Type Certificate Data Sheet No. A22CE, Revision 59, Issue Date: March 22, 2004.

型号数据

Type Data:

560XL 型, (Excel) FAA 于 1998 年 4 月 22 日批准, CAAC 于 2001 年 5 月 27 日认可, 和 (XLS) FAA 于 2004 年 3 月 22 日批准, CAAC 于 2004 年 11 月 8 日认可 (运输类)。

560XL 型由 Cessna 飞机组装图 6600000 号规定。

适合的系号: 560-5001 至 560-5500 (Excel)

适航的序号: 560-5501 及以后 (XLS)

Model 560XL, (Excel) Approved April 22, 1998 by FAA, validated May 27, 2001 by CAAC, and (XLS) Approved March 22, 2004 by FAA, validated November 8, 2004 by CAAC (Transport Category).

The Model 560XL is defined by Cessna Airplane Assembly Drawing Number 6600000.

Serial Nos. Eligible: 560-5001 through 560-5500 (Excel)

Serial Nos. Eligible: 560-5501 and on (XLS)

发动机

序号 560-5001 至 560-5500

两台普惠加拿大公司的 PW545A 涡扇发动机

序号 560-5501 至 560 及以后

两台普惠加拿大公司的 PW545B 涡扇发动机

Engine

S/N 560-5001 through 560-5500

Two Pratt & Whitney of Canada, Inc.

PW545A Turbofans

S/N 560-5501 and on.

Two Pratt & Whitney of Canada, Inc.

PW545B Turbofans

燃油

Jet A, Jet A-1, Jet B, Jet 3, JP-4, JP-, 或 JP-8。使用防冰添加剂，参考 FAA 批准的飞机飞行手册。

Fuel

Jet A, Jet A-1, Jet B, Jet 3, JP-4, JP-5, or JP-8. For use of anti-icing additives, refer to the FAA Approved Airplane Flight Manual.

发动机限制

序号 560-5001 至 560-5500

PW545A 涡扇发动机

标准日海平面静推力：

起飞（5 分钟）	3952 磅
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最大连续	3372 磅
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最大允许的发动机转子使用速度（PW545A）：

N1（风扇）100%	13,034 转/分
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N2（燃气发生器）100%	32,700 转/分（仅限序号 560-5002）
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N2（燃气发生器）101.8%	33,289 转/分（序号 560-5001, 560-5003 至 560-5500）
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最大允许的涡轮间燃气温度：

起飞	720
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最大连续	720
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起动	720
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瞬间（20 秒）	760
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序号 560-5501 及以后

PW545B 涡扇发动机

标准日海平面静推力：

起飞（5 分钟）	4119 磅
最大连续	3372 磅

最大允许的发动机转子使用速度（PW545B）：

N1（风扇）100%	13,034 转/分
N2（燃气发生器）102.8%	33,622 转/分

最大允许的涡轮间燃气温度：

起飞	740
最大连续	720
起动	740
瞬间（20 秒）	780

Engine Limits

S/N 560-5001 through 560-5500

PW545A Turbofans

Static thrust standard day, sea level:

Takeoff (5 min.)	3952 lb.
Max. continuous	3372 lb.

Max. permissible engine rotor operating speeds (PW 545A):

N1 (Fan) 100 percent	13,034 r.p.m.
N2 (Gas Gen.) 100 percent	32,700 r.p.m. (S/N 560-5002 Only)
N2 (Gas Gen.) 101.8 percent	33,289 r.p.m. (S/N 560-5001, 560-5003 thru 560-5500)

Max. permissible interturbine gas temperatures:

Takeoff	720° C.
Max. continuous	720° C.
Starting	720° C.
Transient (20 seconds)	760° C.

S/N 560-5501 and on

PW545B Turbofans

Static thrust standard day, sea level:

Takeoff (5 min.)	4119 lb.
Max. continuous	3372 lb.

Max. permissible engine rotor operating speeds (PW 545B):

N1 (Fan) 100 percent	13,034 r.p.m.
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N2 (Gas Gen.) 102.8 percent 33,622 r.p.m.

Max. permissible interturbine gas temperatures:

Takeoff	740° C.
Max. continuous	720° C.
Starting	740° C.
Transient (20 seconds)	780° C.

空速限制

VMO (最大使用)	
海平面到 8,000 英尺	261 KCAS (260 KIAS)
8,000 英尺到 26,515 英尺	306 KCAS (305 KIAS)
MMO 高于 26,515 英尺	0.752 马赫 (0.750 MIAS)
VA (海平面) 20,000 磅	196 KCAS (195 KIAS)
随重量、高度和选装构型的变化见 AFM	
VB (最大阵风强度时速度)	211 KCAS (210 KIAS)
VFE (襟翼放下)	
35 (着陆)	175 KCAS (174 KIAS)
15 (起飞和进近)	201 KCAS (200 KIAS)
7 (起飞和进近)	201 KCAS (200 KIAS)
VMCA 空中 (起飞) 【最小操纵速度】	90 KCAS (90 KIAS)
VMCL 空中 (着陆) 【最小操纵速度】	92 KCAS (90 KIAS)
VMCG (最小操纵速度) 地面	98 KCAS (98 KIAS)
VLO (起落架放下操作)	251 KCAS (250 KIAS)

Airspeed Limits

VMO (Maximum operating)	
Sea level to 8,000 ft.	261 KCAS (260 KIAS)
8,000 ft. to 26,515 ft.	306 KCAS (305 KIAS)
MMO Above 26,515 ft.	0.752 Mach (0.750 MIAS)
VA (Sea level) 20,000 lb.	196 KCAS (195 KIAS)
See AFM for variations with weight and altitude and optional configurations.	
VB (Speed for max. gust intensity)	211 KCAS (210 KIAS)
VFE (Flaps extended)	
35° (Landing)	175 KCAS (174 KIAS)
15° (Takeoff and approach)	201 KCAS (200 KIAS)
7° (Takeoff and approach)	201 KCAS (200 KIAS)
VMCA Air (Takeoff) [Min control speed]	90 KCAS (90 KIAS)
VMCL Air (Landing) [Min control speed]	92 KCAS (92 KIAS)
VMCG (Minimum control speed) Ground	98 KCAS (98 KIAS)
VLO (Landing gear operating extend)	251 KCAS (250 KIAS)

轮胎限制

最大地面速度	165 节
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Tire Limit

Maximum ground speed	165 knots
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重心范围: (起落架放下) 序号 560-5001 至 560-5500

- 前限制: 从 20,200 磅时的基准线后方 324.18 英寸 (21.39% MAC) 线性变化到 12,400 磅时的基准线后方 319.47 英寸 (15.81% MAC)。
- 后限制: 从 15,000 磅到 12,400 磅为基准线后方 331.26 英寸 (30.0% MAC)。
从 17,800 磅时的基准线后方 330.74 英寸 (29.37% MAC) 线性变化到 15,000 磅时的基准线后方 331.26 英寸 (30.0% MAC)。
从 17,800 磅到 20,200 磅为基准线后方 330.74 英寸 (29.37% MAC)。

C.G. Range (Landing Gear Extended) S/N 560-5001 through 560-5500

- Forward Limits: Linear variation from 324.18 in. aft of datum (21.39% MAC) at 20,200 lb. to 319.47 in. aft of datum (15.81 % MAC) at 12,400 lb.
- Aft Limits: 331.26 in. aft of datum (30.0% MAC) from 15,000 lb. through 12,400 lb.
Linear variation from 330.74 in. aft of datum (29.37% MAC) at 17,800 lb. to 331.26 in. aft of datum (30.0% MAC) at 15,000 lb.
330.74 in. aft of datum (29.37% MAC) from 17,800 lb. through 20,200 lb.

重心范围: (起落架放下) 序号 560-5501 及以后

- 前限制: 从 20,400 磅时的基准线后方 324.30 英寸 (21.54% MAC) 线性变化到 12,400 磅时的基准线后方 319.47 英寸 (15.81% MAC)。
- 后限制: 从 15,000 磅到 12,400 磅为基准线后方 331.26 英寸 (30.0% MAC)。
从 17,800 磅时的基准线后方 330.74 英寸 (29.37% MAC) 线性变化到 15,000 磅时的基准线后方 331.726 英寸 (30.0% MAC)。
从 17,800 磅到 20,400 磅为基准线后方 330.74 英寸 (29.37% MAC)。

C.G. Range (Landing Gear Extended) S/N 560-5501 and on

- Forward Limits: Linear variation from 324.30 in. aft of datum (21.54% MAC) at 20,400 lb. to 319.47 in. aft of datum (15.81 % MAC) at 12,400 lb.
- Aft Limits: 331.26 in. aft of datum (30.0% MAC) from 15,000 lb. through 12,400 lb.
Linear variation from 331.26 in. aft of datum (29.37% MAC) at 17,800 lb. to 330.74 in. aft of datum (30.0% MAC) at 15,000 lb.
330.74 in. aft of datum (29.37% MAC) from 17,800 lb. through 20,400 lb.

空机时重心范围 无
Empty Weight C.G. Range None

基准 零参考基准线是紧靠着水线 127.25 处客舱门后方的调平螺钉前面 221.0 处

Zero	Zero reference datum is 221.0 inches forward of the leveling screw just aft of the cabin door on W.L. 127.25.			
平均起动弦长 MAC	82.231 英寸（基准线后部 306.593 英寸的 MAC 的前缘） 注：这是不带翼尖的基本机翼的参考弦长			
MAC	82.231 in. (Leading edge of MAC 306.593 in. aft of datum) NOTE: This is reference MAC for basic wing without tip.			
调平方法	舱门内外侧地板面板平行于 B.L. 13.00。			
Leveling Means	Outboard floor panel inside of door parallel to B.L. 13.00.			
最大重量	序号 560-5001 至 560-5500		序号 560-5500 及以上	
	起飞	20,000 磅	起飞	20,200 磅
	着陆	18,700 磅	着陆	18,700 磅
	零燃油	15,000 磅	零燃油	15,100 磅
	停机坪	20,200 磅	停机坪	20,400 磅
最小重量	空中	12,400 磅	空中	12,400 磅
Maximum Weight	S/N 560-5001 through 560-5500		S/N 560-5501 and on	
	Takeoff	20,000 lb.	Takeoff	20,200 lb
	Landing	18,700 lb.	Landing	18,700 lb.
	Zero fuel	15,000 lb.	Zero fuel	15,100 lb
	Ramp	20,200 lb.	Ramp	20,400 lb.
Minimum Weight	Inflight	12,400 lb.	Inflight	12,400 lb.
最小机组	对于所有飞行：2 人（正驾驶和副驾驶）			
Minimum Crew	For all flights: 2 persons (pilot and co-pilot)			
<u>座位数</u>	2 到 14（2 名机组，0 到 12 名乘客）（见注释 29）			
<u>Number of Seats</u>	2 to 14 (2 crew, 0 to 12 passengers) (See Note 10)			
<u>最大行李</u>	尾锥：在基准线后方 431.0 英寸处 700 磅			
Maximum Baggage	Tailcone: 700 lb. at 431.0 in. aft of datum			
<u>燃油量（加仑）</u>	两个机翼油箱：每个总计505.8；每个可用503.0。 力臂为基准线后部328.8英寸 不可用燃油数据见注释1。			
<u>Fuel Capacity (Gal.)</u>	Two wing tanks: Total 505.8 each; usable 503.0 each ARM 328.8 in. aft of datum See NOTE 1 for data on unusable fuel.			

<u>滑油量 (夸脱)</u>	两个装于发动机的滑油箱：每个总计 7.5；每个可用 0.6 力臂基准线后部 433.9 英寸		
<u>Oil Capacity (Quarts)</u>	Two engine mounted tanks: Total 7.5 each; usable 0.6 each		
最大使用高度	45,000英尺		
Maximum Operating Altitude	45,000 ft.		
<u>操纵面位移</u>	升降舵（安定面在+1°）	向上19°+1°, -0°	向下15°±1°
	升降舵调整片（安定面在+1°）	向上5°±1°	向下15°±1°
	方向舵（垂直于铰链）	向右22°±1°	向左22°+1°, -0°
	对于带装有方向舵偏移系统的飞机		
	方向舵（垂直于铰链）	向右28+0.5°, -0°	向左 Left 28+0.5°, -0°
	方向舵配平片（方向舵定中时垂直于铰链）	向右11.5°±0.5°	向左11.5°±0.5°
	副翼	向上19°±1°	向下15°±1°
	副翼调整片	向上20°±2°	向下20°±2°
	襟翼	0°, 和放下7°, 15°, 35°±1°	
	速度刹车—上面	向上60°±2°	
	—下面	向上65°±2°	
	2位置水平安定面		
	起飞和着陆	-2°+0°, -0.1°	
	巡航	+1°+0.1°, -0°	
	调整指南见飞机维修手册		
<u>Control Surface Movements</u>	Elevator (with stabilizer at +1°)	Up 19°+1°, -0°	Down 15°±1°
	Elevator trim tab (with stabilizer at +1°)	Up 5°±1°	Down 15°±1°
	Rudder (perpendicular to hinge)	Right 22°±1°	Left 22°+1°, -0°
	For Aircraft with rudder bias system installed		
	Rudder (perpendicular to hinge)	Right 28+0.5°, -0°	Left 28+0.5°, -0°
	Rudder trim tab (perpendicular to hinge with Rudder centered)	Right 11.5°±0.5°	Left 11.5°±0.5°
	Aileron	Up 19°±1°	Down 15°±1°
	Aileron trim tab	Up 20°±2°	Down 20°±2°
	Wing flap	0°, and extend 7°, 15°, 35°±1°	
	Speed brake – Upper	Up 60°±2°	
	- Lower	Up 65°±2°	
	2-position Horizontal stabilizer		
	T/O & Landing	-2°+0°, -0.1°	
	Cruise	+1°+0.1°, -0°	
	See Airplane Maintenance Manual for rigging instructions.		
<u>FAA 型号合格审定基础</u>	(1) 联邦航空条例 25 部，1965 年 2 月 1 日生效，修正案 25-1 至 25-82，以及以下额外和例外条款：		

(a) 额外:

FAR §§ 25.305, 25.321, 25.331, 25.333, 25.335, 25.341, 25.343, 25.345, 25.349, 25.371, 25.373, 25.391, 25.427 和 25.1517 为修正案 25-86, 并且 FAR § 25.351 为修正案 25-91。

(b) 例外 (见下表):

条款号	标题	有效修正案	例外 [非审定基础的一部分]
25.562	应急着陆动态条件	25-82 适用	§§ 25.562(c)(5)和(c)(6)
25.571	结构损伤容限和疲劳评估	25-82 适用	§ 25.571(e)(1)
25.631	鸟击损伤	无, 此条款并非审定基础的一部分	§ 25.631 不适用
25.671	操纵系统—总体 - 适用于 2 位置的水平安定面。 - 所有其他飞机操纵系统。	25-82 原版适用 (25-1 至 25-17)	无 § 25.671 修正案 25-23 及其以后不适用
25.677	配平系统。 - 适用于 2 位置的水平安定面。 - 所有其他飞机配平系统, 包括升降舵配平。	25-82 原版适用 (25-1 至 25-17)	无 § 25.677 修正案 25-23 及以后不适用
25.1309	设备, 系统, 和安装。 - 只适用于电子飞行仪表系统 (Honeywell Primus 1000 驾驶舱显示), 飞行指引, 液压, 电气, 增压系统, 和 2 位置水平安定面。 - 所有其他飞机系统。	25-82 原版适用 (25-1 至 25-17)	无 § 25.1309 修正案 25-23 及以后不适用。

(2) FAR 36 部, 1969 年 12 月 1 日生效, 修正案 36-1 至 36-21。

(3) FAR 34 部, 1990 年 9 月 10 日生效, 修正案 34-1。

(4) 以下专用条件:

(a) 25-ANM-79, 高强度辐射场 (HIRF) 的影响。与系统闪电防护有关的部分不适用, 以及

(b) 25-ANM-21, 高高度运行 (45,000 英尺)。见注释 26。

(5) 豁免: 豁免号 6706 被授予。560XL 型对 FAR § 25.677(b) 有关水平安定面位置指示器的要求豁免。

(6) 等效安全水平如下:

(a) FAR § 25.807(e), 应急出口水上迫降 (有关水障碍);

(b) FAR § 25.815, 乘客客舱过道宽度; (见注释 29),

(c) FAR § 25.813(e), 乘客舱之间的厕所门安装;

(d) FAR §§ 25.811(d)(1); 25.812(b)(1)(i), 应急出口标识和位置标记;

(e) FAR § 25.841(b)(6), 高高度机场起飞和着陆运行;

(f) FAR § 25.1549(a)和(b), 涡轮发动机 N2 只有数字显示;

(g) FAR §§ 1.1; 1.2; 25.101; 25.105; 25.109; 25.113; 25.115; 25.735; 和 25.1587, 中断起飞距离和着陆性能标准 (包括磨损刹车标准); 和

(h) FAR §§ 25.1305(a)(4), (a)(5), (a)(6), (c)(1)和(c)(3), 和 25.1549(a)至(d), APU 发动机转子速度, 排气温度只有数字显示, 滑油压力或滑油温度没有指示。

(7) FAR § 25.801 水上迫降没有符合。

(8) 已按照 FAR § 25.1419 演示符合防冰要求。

Certification Basis of
FAA

(1) Part 25 of the Federal Aviation Regulations, effective February 1, 1965, as amended by Amendments 25-1 through 25-82, with additions and exceptions as follows:

(a) Additions:

FAR §§ 25.305, 25.321, 25.331, 25.333, 25.335, 25.341, 25.343, 25.345, 25.349, 25.371, 25.373, 25.391, 25.427, and 25.1517 as amended by Amendment 25-86; and, FAR § 25.351 as amended by Amendment 25-91.

(b) Exceptions (as shown in table):

SECTION NO.	TITLE	EFFECTIVE AMENDMENT	EXCEPTIONS [Not Part of Cert. Basis]
25.562	Emergency landing dynamic conditions.	25-82 Applicable	§§ 25.562(c)(5) and (c)(6)

25.571	Damage-tolerance and fatigue evaluation of structure.	25-82 Applicable	§ 25.571(e)(1)
25.631	Bird strike damage.	None, this section is not part of cert. basis.	§ 25.631 not applicable
25.671	Control Systems – General. • Applicable to the 2-position horizontal stabilizer. • All other airplane control systems.	25-82 Original Issue Applicable (25-1 through 25-17)	None § 25.671 as amended by Amdts. 25-23 and later, not applicable
25.677	Trim Systems. • Applicable to the 2-position horizontal stabilizer. • All other airplane trim systems, including the elevator trim.	25-82 Original Issue Applicable (25-1 through 25-17)	None § 25.677 as amended by Amdts. 25-23 and later, not applicable
25.1309	Equipment, systems, and installations. • Applicable to Electronic Flight Instrument systems (Honeywell Primus 1000 Cockpit Display), Flight Guidance, hydraulic, electrical, pressurization system, and 2-position horizontal stabilizer only. • All other airplane systems.	25-82 Original Issue Applicable (25-1 through 25-17)	None § 25.1309 as amended by Amdts. 25-23 and later, not applicable.

(2) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-21.

(3) FAR Part 34 effective September 10, 1990 as amended by Amendment 34-1.

(4) Special Conditions as follows:

(a) 25-ANM-79, effects of High Intensity Radiated Fields (HIRF). The portions associated with System Lightning Protection do not apply; and

25-ANM-21, High Altitude Operation (45,000 feet). See note 8.

- (5) Exemption: Exemption number 6706 granted. Model 560XL exempt from requirements of FAR § 25.677(b) for horizontal stabilizer position indicator.
- (6) Equivalent levels of safety as follows:
- (a) FAR § 25.807(e), Emergency exits ditching (involves water barrier);
 - (b) FAR § 25.815, Passenger Cabin Aisle Width; (See Note 10)
 - (c) FAR § 25.813(e), Lavatory door installation between passenger compartments;
 - (d) FAR §§ 25.811(d)(1); 25.812(b)(1)(i), Emergency exit markings and locator signs;
 - (e) FAR § 25.841(b)(6), Takeoff and landing operations at high elevation airports;
 - (f) FAR § 25.1549(a) and (b), Digital only display of turbine engine N2;
 - (g) FAR §§ 1.1; 1.2; 25.101; 25.105; 25.109; 25.113; 25.115; 25.735; and 25.1587, Rejected takeoff distance and landing performance criteria (includes worn brake criteria); and
 - (h) FAR §§ 25.1305(a)(4), (a)(5), (a)(6), (c)(1) and (c)(3), and 25.1549(a) through (d), Digital only display of APU engine rotor speed, exhaust gas temperature and no indication of oil pressure or oil temperature.
- (7) FAR § 25.801 ditching not complied with.
- (8) Compliance with ice protection has been demonstrated in accordance with FAR § 25.1419.

CAAC 认可审定基础
Validation Basis of CAAC

CAAC 接受 FAA 审定基础作为认可审定基础。

CAAC accepts FAA Certification Basis as Validation Basis.

型号合格证申请日期为 1968 年 7 月 16 日。
型号合格证 A22CE 于 1971 年 9 月 9 日颁发。
Application for Type Certificate dated July 16, 1968.
Type Certificate No. A22CE issued September 9, 1971.

生产基础

Production Basis

生产许可证 PC-4 于 1985 年 6 月 1 日生效，或以后颁发。生产许可证 PC-312 于 1971 年 9 月 9 日至 1985 年 5 月 31 日有效。1985 年 2 月 15 日及以后有效的生产许可证 PC-4 适用于所有备件生产。PC-4 的最新颁发日期和对飞机型号和序号的具体有效性见注释 14。
Production Certificate No. PC-4 effective June 1, 1985, or later issue.
Production Certificate No. PC-312 effective September 9, 1971, through May 31, 1985. Effective February 15, 1985, and on, Production Certificate No. PC-4 is applicable to all spares production. See NOTE 6 for latest issue date of PC-4 and specific effectivity on airplane models and serial numbers.

设备	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型号合格审定的航空器。
<u>Equipment</u>	The basic required equipment as prescribed in the applicable airworthiness regulations (see Validation Basis) must be installed in the aircraft 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报告必须在飞机初始审定时被提供给每架飞机，必要时还需提供装载指南。审定空重和相应重心位置必须包括： 不可用燃油 37.8磅，+333.5英寸处 全部滑油 23.7磅，+433.9英寸处 液压油 34.2磅，+354.0英寸处
NOTE 1	Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary must be provided for each aircraft at the time of original certification. The certified empty weight and corresponding center of gravity location must include: Unusable fuel 37.8 lb. at +333.5 in. Full oil 23.7 lb. at +433.9 in. Hydraulic fluid 34.2 lb. at +354.0 in.
注释2	飞机必须按照FAA批准的飞机飞行手册（AFM）运行。要求的标牌和标记列于维修手册的第11章。对于560XL（Excel），AFM为56XFM-03或FAA以后批准的改版，维修手册为56XMM06或以后改版。对于560XL（XLS），AFM为56XFMA-00或FAA以后批准的改版，维修手册为56XMM19或以后改版。
NOTE 2	Airplanes must be operated according to the FAA Approved Airplane Flight Manual (AFM). Required placards and markings are listed Chapter Eleven (11) of Maintenance Manual. For 560XL (Excel), AFM is 56XFM-03 or later approved revision and Maintenance Manual is 56XMM06 or later revision. For 560XL (XLS), AFM is 56XFMA-00 or later approved revision and Maintenance Manual is 56XMM19 or later revision.
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 4, "Airworthiness Limitations" for inspections, mandatory retirement life information, and other requirements for continued airworthiness.
注释4	所有560XL型飞机替换座椅必须符合FAR § 25.562，应急着陆动态条件，见审定基础。
NOTE 4.	All Model 560XL replacement seats must comply with FAR § 25.562, Emergency landing dynamic conditions, as shown in the certification basis.
注释5	批准的前起落架轮胎限于列在FAA批准的飞机飞行手册限制章节的那些。
NOTE 5.	Approved nose gear tires are limited to those listed in the Limitations Section of the FAA Approved Airplane Flight Manual.
注释6	生产许可PC-4于1998年5月7日颁发。适用于560XL型自序号560-5001开始及以后。
NOTE 6.	Production Certificate No. PC-4 issued May 7, 1998. Applies to Model 560XL beginning at

S/N 560-5001 and on.

- 注释7 从使用的尾锥设备出来的可燃蒸气通风已经通过试飞演示尾锥内部和外部压差来被满意地验证。此次验证只是在一定设备安装和使用情况下完成。尾锥内设备安装或其他安装额外点火源或可能影响尾锥压差的改装必须与Wichita航空器审定中心协调。
- NOTE 7. The venting of flammable vapors away from operating tailcone equipment has been satisfactorily demonstrated by flight test demonstration of the differential between tailcone internal and external area pressures. This demonstration was accomplished only with certain equipment installed and operating. Equipment installations or other modifications to the tailcone which add additional ignition sources or possibly affect tailcone differential pressures must be coordinated with the Wichita Aircraft Certification Office.
- 注释8 一些型别已通过专用条件或符合某些25部条款被批准高高度运行（高度超过41,000英尺）。对压力舱的任何改装必须按照相关审定基础中的要求进行批准。这包括可能导致压力舱开口大于3.98平方英寸的改装，不管是通过裂纹增长还是因为天线丢失。
- NOTE 8. Certain models have been approved for high altitude operations (altitudes above 41,000 feet), either by Special Conditions or compliance with certain Part 25 sections. Any modifications to the pressure vessel must be approved in accordance with the requirements as shown in the appropriate certification basis. This includes modifications which could result in a pressure vessel opening, either through crack-growth or antenna loss, greater than 3.98 sq. in.
- 注释9 560XL型（序号560-5001至5500），当左后厕所或左后侧向座椅被安装并被批准在起飞和着陆过程中坐人时，左分割组件（件号679017-1）或等同物必须一直被装上。结构分割件时座椅约束系统的整体部分。
- 560XL型（序号560-5501及以后），当左后厕所或左后侧向座椅被安装并被批准在起飞和着陆过程中坐人时，左分割组件（件号6589029-1）或等同物必须一直被装上。结构分割件时座椅约束系统的整体部分。
- NOTE 9. Model 560XL. (s/n 560-5001 through 5500) Left divider assembly (part no. 6679017-1) or equivalent must always be installed when the LH aft toilet or LH aft side-facing seat installed and approved for occupancy during takeoff and landing. The structural divider is an integral part of the seat restraint system.
- Model 560XL. (s/n 560-5501 and on) Left divider assembly (part no. 4589029-1) or equivalent must always be installed when the LH aft toilet or LH aft side-facing seat installed and approved for occupancy during takeoff and landing. The structural divider is an integral part of the seat restraint system.
- 注释10 560XL型过道宽度等效安全水平适用于7到12位乘客的乘客座椅布置，并允许测量地板以上25英寸及更高高度的最小过道宽度为15英寸。任何对过道宽度的进一步减小要求FAA进一步评估，并且没有包括在此次给予的等效安全水平之中。
- NOTE 10. Model 560XL width of aisle equivalent level of safety applies to passenger seating arrangements from 7 to 12 passengers, and allows a minimum aisle width of 15 inches when measured 25 inches and higher from the floor. Any further reduction in aisle width requires

further FAA evaluation and is not included in this grant of equivalent level of safety.

注释11

560XL型别满足在减少的垂直最小间隔（RVSM）空域运行的初始适航要求。

NOTE 11.

Model 560XL meet the initial airworthiness requirements for operation in Reduced Vertical Separation Minimum (RVSM) airspace.