

Ministry of Transport and Communications of Ukraine
State Aviation Administration

SAA
TYPE CERTIFICATE DATA SHEET № TL 0047

Cessna Model 525 (Citation Jet)

Type Certificate Holder:

CESSNA AIRCRAFT COMPANY
PO Box 7704 Wichita, Kansas 67277 USA

Models: 525B

Issue 1, 27 September 2010

This Data Sheet which is integral part of Type Certificate № TL 0047 prescribes the conditions and limitations under which the product(s) for which the Type Certificate was granted meet(s) the airworthiness requirements and environmental protection requirements, stated in Certification basis mentioned in this Data Sheet.

List of effective Pages:

Page:	1	2	3	4	5	6	7	8	9
Issue:	1	1	1	1	1	1	1	1	1



CONTENT

- I. **General**
- II. **Certification Basis**
- III. **Technical Characteristics and Operational Limitations**
- IV. **Operating and Service Instructions**
- V. **Notes**



I. General

1. a) Model: 525B
- b) Variant: N/A
2. Airworthiness Category: AR 23 Commuter Category
3. Type Certificate Holder: CESSNA AIRCRAFT COMPANY
P.O. Box 7704
Wichita, Kansas 67277
USA
4. Manufacturer: CESSNA AIRCRAFT COMPANY
P.O. Box 7704
Wichita, Kansas 67277
USA
6. SAA Certification Application Date: 17 June 2008
7. SAA Type Certification Date: 27 September 2010



II. Certification Basis

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|----------------------------------------------|----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------------------------------------------|----------|------------------------------------------|-----------|--------------------------------|----------|-------------------------|----------|-------------------|----------|-------------------------------------|----------|--------------------------------------------------------|----------|----------------------------------------------------------|----------|-------------------------------------|----------|-----------------------------------|----------|----------------------------------|
| 1. | EASA Certification Basis: | As defined in CRI A-01, latest issue | | | | | | | | | | | | | | | | | | | | | | |
| 2. | SAA Certification Basis: | AR-23 «Airworthiness Standards for Civil Light Airplane» | | | | | | | | | | | | | | | | | | | | | | |
| 3. | (Reserved) | | | | | | | | | | | | | | | | | | | | | | | |
| 4. | (Reserved) | | | | | | | | | | | | | | | | | | | | | | | |
| 5. | EASA Special Conditions | <table border="0"> <tr> <td style="padding-right: 20px;">CRI A-06</td> <td>CS23 Jets beyond 5670 kg (12500 lbs)</td> </tr> <tr> <td>CRI B-01</td> <td>Human Factors</td> </tr> <tr> <td>CRI B-02</td> <td>CS23 Jet requirements</td> </tr> <tr> <td>CRI B-03</td> <td>High Altitude Operation</td> </tr> <tr> <td>CRI E-01</td> <td>FADEC Integration</td> </tr> <tr> <td>CRI F-01</td> <td>Protection from the Effects of HIRF</td> </tr> <tr> <td>CRI F-02</td> <td>Protection from the Direct Effects of Lightning strike</td> </tr> <tr> <td>CRI F-03</td> <td>Protection from the Indirect Effects of Lightning strike</td> </tr> <tr> <td>CRI F-04</td> <td>Equipment Systems and Installations</td> </tr> <tr> <td>CRI F-05</td> <td>Databases and Configuration Files</td> </tr> <tr> <td>CRI F-06</td> <td>Digital Devices Design Assurance</td> </tr> </table> | CRI A-06 | CS23 Jets beyond 5670 kg (12500 lbs) | CRI B-01 | Human Factors | CRI B-02 | CS23 Jet requirements | CRI B-03 | High Altitude Operation | CRI E-01 | FADEC Integration | CRI F-01 | Protection from the Effects of HIRF | CRI F-02 | Protection from the Direct Effects of Lightning strike | CRI F-03 | Protection from the Indirect Effects of Lightning strike | CRI F-04 | Equipment Systems and Installations | CRI F-05 | Databases and Configuration Files | CRI F-06 | Digital Devices Design Assurance |
| CRI A-06 | CS23 Jets beyond 5670 kg (12500 lbs) | | | | | | | | | | | | | | | | | | | | | | | |
| CRI B-01 | Human Factors | | | | | | | | | | | | | | | | | | | | | | | |
| CRI B-02 | CS23 Jet requirements | | | | | | | | | | | | | | | | | | | | | | | |
| CRI B-03 | High Altitude Operation | | | | | | | | | | | | | | | | | | | | | | | |
| CRI E-01 | FADEC Integration | | | | | | | | | | | | | | | | | | | | | | | |
| CRI F-01 | Protection from the Effects of HIRF | | | | | | | | | | | | | | | | | | | | | | | |
| CRI F-02 | Protection from the Direct Effects of Lightning strike | | | | | | | | | | | | | | | | | | | | | | | |
| CRI F-03 | Protection from the Indirect Effects of Lightning strike | | | | | | | | | | | | | | | | | | | | | | | |
| CRI F-04 | Equipment Systems and Installations | | | | | | | | | | | | | | | | | | | | | | | |
| CRI F-05 | Databases and Configuration Files | | | | | | | | | | | | | | | | | | | | | | | |
| CRI F-06 | Digital Devices Design Assurance | | | | | | | | | | | | | | | | | | | | | | | |
| 6. | (Reserved) | | | | | | | | | | | | | | | | | | | | | | | |
| 7. | EASA Equivalent Level of Safety Findings: | <table border="0"> <tr> <td style="padding-right: 20px;">CRI E-02</td> <td>Digital reading N2</td> </tr> <tr> <td>CRI D-01</td> <td>Cabin Pressurization high altitude TO/ L</td> </tr> <tr> <td>CRI D-02</td> <td>Cabin Pressurization Excursion</td> </tr> <tr> <td>CRI D-03</td> <td>Passenger Entry Door</td> </tr> <tr> <td>CRI D-04</td> <td>Aisle Width</td> </tr> <tr> <td>CRI D-05</td> <td>No Smoking Placard letter Size</td> </tr> <tr> <td>CRI F-08</td> <td>Passenger Oxygen Dispensing Unit</td> </tr> </table> | CRI E-02 | Digital reading N2 | CRI D-01 | Cabin Pressurization high altitude TO/ L | CRI D-02 | Cabin Pressurization Excursion | CRI D-03 | Passenger Entry Door | CRI D-04 | Aisle Width | CRI D-05 | No Smoking Placard letter Size | CRI F-08 | Passenger Oxygen Dispensing Unit | | | | | | | | |
| CRI E-02 | Digital reading N2 | | | | | | | | | | | | | | | | | | | | | | | |
| CRI D-01 | Cabin Pressurization high altitude TO/ L | | | | | | | | | | | | | | | | | | | | | | | |
| CRI D-02 | Cabin Pressurization Excursion | | | | | | | | | | | | | | | | | | | | | | | |
| CRI D-03 | Passenger Entry Door | | | | | | | | | | | | | | | | | | | | | | | |
| CRI D-04 | Aisle Width | | | | | | | | | | | | | | | | | | | | | | | |
| CRI D-05 | No Smoking Placard letter Size | | | | | | | | | | | | | | | | | | | | | | | |
| CRI F-08 | Passenger Oxygen Dispensing Unit | | | | | | | | | | | | | | | | | | | | | | | |
| 8. | SAA Equivalent Level of Safety Findings: | <table border="0"> <tr> <td style="padding-right: 20px;">CRI A-02</td> <td>CVR and FDR</td> </tr> <tr> <td>CRI E-03</td> <td>Powerplant Warning System</td> </tr> <tr> <td>CRI ST-02</td> <td>Shimmy</td> </tr> </table> | CRI A-02 | CVR and FDR | CRI E-03 | Powerplant Warning System | CRI ST-02 | Shimmy | | | | | | | | | | | | | | | | |
| CRI A-02 | CVR and FDR | | | | | | | | | | | | | | | | | | | | | | | |
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| CRI ST-02 | Shimmy | | | | | | | | | | | | | | | | | | | | | | | |
| 9. | EASA Environmental Standards: | <table border="0"> <tr> <td style="padding-right: 20px;">ICAO Annex 16, Volume I, Chapter 3</td> </tr> <tr> <td>ICAO Annex 16, Volume II, Part II, Chapter 2</td> </tr> </table> | ICAO Annex 16, Volume I, Chapter 3 | ICAO Annex 16, Volume II, Part II, Chapter 2 | | | | | | | | | | | | | | | | | | | | |
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