



**I. Model 650** (cont'd)

Engine Limits (cont'd)	Max. permissible engine rotor operating speed:	
	N <sub>1</sub> (Fan) steady state	101.5% r.p.m. 101.5% r.p.m.
	N <sub>2</sub> (Gas gen.) steady state	100% r.p.m. 101% r.p.m.
	N <sub>1</sub> (Fan)	101.5% to 103% r.p.m. 101.5% to 103% r.p.m.
		Limited to 1 min. Limited to 1 min.
	N <sub>2</sub> (Gas Gen.)	100% to 103% r.p.m. 101% to 103% r.p.m.
		Limited to 1 min. Limited to 1 min.
	Max. permissible interturbine gas temperatures:	
	Takeoff (5 minutes)	910° C. 910° C.
	APR Takeoff (5 minutes)	929° C. (Emergency Only)
	Max. continuous	910° C. 910° C.
	Starting	910° C. 910° C.
Airspeed Limits	650-0001 through -0093	650-0094 through -7000 and earlier aircraft incorporating SB650-32-13
V <sub>MO</sub> (Maximum Operating) (Calibrated Altitudes)	305 KIAS below 8000 ft. 346 KIAS at 8000 ft. with linear decrease to 293 KIAS/.851 M at 34,275 ft. See NOTE 8 for V <sub>MO</sub> with opt. ZFW	305 KIAS below 8000 ft. 336 KIAS at 8000 ft. with linear decrease to 278 KIAS/.851 M at 36,524 ft.
M <sub>MO</sub> (Calibrated Altitude)	.851 M above 34,275 ft. V <sub>A</sub> (Sea level)	.851 M above 36,524 ft. 10,000 lbs. 155 KIAS 12,000 lbs. 163.9 KIAS 15,000 lbs. 183.8 KIAS 22,000 lbs. 224 KIAS

See AFM for variations with weight and altitude and optional configurations.

V <sub>B</sub> (Speed for maximum gust intensity)	220 KIAS
V <sub>FE</sub> (Flaps extended)	
Partial flaps, 7° or 20°	210 KIAS
Ldg Position - Full Flaps	170 KIAS
V <sub>MCA</sub> (Minimum control speed) Air	98 KIAS
V <sub>MCG</sub> (Minimum control speed) Ground	99 KIAS
	(19,000 lbs. and below, see AFM for variation with weight)
V <sub>LO</sub> (Landing gear operating)	210 KIAS
V <sub>LE</sub> (Landing gear extended)	210 KIAS
Landing light extended	250 KIAS
Max. tire ground speed	165 knots
Speed Brakes Extension Speed	Maximum No Limit
Panels 2, 3, 6 & 7	Minimum V <sub>REF</sub> + 15 KIAS

(Airplanes -0152 and on and Airplanes -0001 through -0151 incorporating SB650-27-23.) Extension of the speedbrakes with the flaps in any position other than the UP position is prohibited below 500 feet AGL. Above 500 feet AGL the speedbrakes may be extended with the flaps in any position.

(Airplanes -0001 through -0151 NOT incorporating SB650-27-23.) Extension of the speedbrakes is prohibited in flight with flaps in any position other than the UP position.

Spoiler Extension Speed (In flight restricted to emergency descent)

Panels 1, 2, 3, 4, 5, 6, 7 & 8	
Maximum	V <sub>MO</sub> /M <sub>MO</sub>
Minimum	150 KIAS

**I. Model 650** (cont'd)

Spoiler extension in flight is restricted to emergency descent use.  
Extension of the spoilers is prohibited in flight with the flaps in any position other than the up position.

There is no restriction on roll control spoilers (Panels 1 & 8)

## C.G. Range (Landing Gear Extended)

Maximum Design C.G. Limits (Airplanes -0001 through -0093 except airplanes incorporating SB650-32-13 or SB650-32-14).

- (1) Aft limit 330.10 inches aft of the datum (31.00 percent MAC) at 21,000 pounds or less.
- (2) Forward limit 321.93 inches aft of the datum (21.00 percent MAC) at 11,000 pounds.  
321.10 inches aft of the datum (20.00 percent MAC) at 12,000 pounds.  
316.20 inches aft of the datum (14.00 percent MAC) at 14,500 to 18,000 pounds.  
324.29 inches aft of the datum (23.89 percent MAC) at 21,000 pounds with straight line variation between these points.

Maximum Design C.G. Limits (Airplanes -0001 through -0093 incorporating SB650-32-14 but not SB650-32-13).

- (1) Aft Limit 330.10 inches aft of the datum (31.00 percent MAC) at 21,000 pounds or less.
- (2) Forward limit 321.93 inches aft of the datum (21.00 percent MAC) at 11,000 pounds.  
321.10 inches aft of the datum (20.00 percent MAC) at 12,000 pounds.  
316.20 inches aft of the datum (14.00 percent MAC) at 14,500 to 19,000 pounds.  
321.66 inches aft of the datum (20.67 percent MAC) at 21,000 pounds with straight line variation between these points.

Maximum Design C.G. Limits (Airplanes -0001 through 0093 incorporating SB650-32-13).

- (1) Aft Limit 330.10 inches aft of the datum (31.00 percent MAC) at 21,500 pounds or less.
- (2) Forward limit 321.93 inches aft of the datum (21.00 percent MAC) at 11,000 pounds.  
321.10 inches aft of the datum (20.00 percent MAC) at 12,000 pounds.  
316.20 inches aft of the datum (14.00 percent MAC) at 14,500 to 19,000 pounds.  
323.02 inches aft of the datum (22.33 percent MAC) at 21,500 pounds with straight line variation between these points.

Maximum Design C.G. Limits (Airplanes -0094 through -7000, except -0301 through -0308).

- (1) Aft Limit 330.10 inches aft of the datum (31.00 percent MAC) at 22,000 pounds or less.

**I. Model 650** (cont'd)

	(2) Forward limit	321.93 inches aft of the datum (21.00 percent MAC) at 11,000 pounds. 321.10 inches aft of the datum (20.00 percent MAC) at 12,000 pounds. 316.20 inches aft of the datum (14.00 percent MAC) at 14,500 to 19,000 pounds. 324.38 inches aft of the datum (24.00 percent MAC) at 22,000 pounds with straight line variation between these points.
C.G. Range (Landing Gear Extended)	Maximum Design C.G. Limits (Airplanes -0301 through -0308).	
	(1) Aft Limit	330.10 inches aft of the datum (31.00 percent MAC) at 13,705 to 22,450 pounds.
	(2) Forward limit	321.00 inches aft of the datum (19.86 percent MAC) at 14,500 pounds. 316.20 inches aft of the datum (14.00 percent MAC) at 16,500 pounds to 19,000 pounds. 325.60 inches aft of the datum (25.50 percent MAC) at 22,450 pounds with straight line variation between these points.
Empty Wt. C.G. Range	None	
Datum	Zero reference datum is 221.0 inches forward of the leveling screw just aft of the cabin door on Water Line 127.25.	
MAC	81.725 in. (L.E. of MAC at Sta. +304.768)	
Leveling Means	Seat rails	
Maximum Weight	Airplanes 650-0001 through -0093 except airplanes incorporating SB650-32-13 or SB650-32-14.	
	Ramp	21,200 Pounds
	Takeoff	21,000 Pounds
	Landing	17,000 Pounds
	*Zero fuel (standard)	14,650 Pounds
	**Zero fuel (optional)	15,400 Pounds
	** ***Zero fuel (optional)	15,900 Pounds
	Airplanes 650-0001 through -0093 incorporating SB650-32-14.	
	Ramp	21,200 Pounds
	Takeoff	21,000 Pounds
	Landing	17,000 Pounds
	*Zero fuel (standard)	14,650 Pounds
	**Zero fuel (optional)	15,400 Pounds
	** ***Zero fuel (optional)	15,900 Pounds
	Airplanes 650-0001 through -0093 incorporating SB650-32-13.	
	Ramp	21,700 Pounds
	Takeoff	21,500 Pounds
	Landing	19,000 Pounds
	Zero fuel	15,400 Pounds
	***Zero fuel	15,900 Pounds
	<u>Airplanes 650-0094 through -7000, except -0301 through -0308.</u>	
	Ramp	22,200 Pounds
	Takeoff	22,000 Pounds
	Landing	20,000 Pounds
	Zero fuel	15,400 Pounds
	***Zero fuel.	15,900 Pounds
	<u>Airplanes 650-0301 through -0308</u>	

**I. Model 650** (cont'd)

	Ramp	22,650 Pounds
	Takeoff	22,450 Pounds
	Landing	20,000 Pounds
	Zero Fuel	16,500 Pounds
	<i>*Airplanes 650-0064 through -0093 not incorporating the optional zero fuel weight and airplanes -0001 through -0093 except incorporating SB650-34-10.</i>	
	<i>**Airplanes 650-0064 through -0093 incorporating the optional zero fuel weight and airplanes -0001 through -0093 incorporating SB650-34-10.</i>	
	<i>***Allowed with 400 lb. max. fuel in fuselage tank.</i>	
Minimum Crew	For all flights: 2 persons (pilot and co-pilot)	
No. of Seats	15 (2 pilots, 13 passengers) See NOTE 5	
Maximum Baggage	Tail compartment 700 lb. (500 lbs. for A/C with APU)	
Fuel Capacity (Gal.)	Two wing tanks: Usable 480.4 each; Arm 315.46 in. Fuselage tank: Usable 133.5; Arm 387.5 in. See NOTE 1 for data on unusable fuel	
Oil Capacity (Gal.)	Two engine mounted tanks: Total 2.9 each; usable 1.87 each Arm = +411.24 in. See NOTE 1 for data on unusable oil.	
Max. Operating Altitude	51,000 ft.	
Control Surface Movements	Stabilizer	Range of Stabilizer Setting (Primary Trim)
		Max.Up +2° Max Down -13°
	Elevator	Up 15.5° +0°, -.5° Down 15° ±1°
	Rudder (perpendicular to hinge)	Right 25° +1°, -0° Left 25° +1°, -0°
	Rudder trim tab	Right 11.75° ±1° Left 11.75° ±1°
		(Perpendicular to hinge) (Servo Action 11° +1°, -1°)
	Aileron	Up 12.5° +1°, -0° Down 12.5° +1°, -0°
		from neutral from neutral
	Wing flap positions:	Up 0°
	T.O./Appr	20°, 7°*
	Ldg.	37°, 20°*
	Speed brakes	
	Panels 2, 3, 6 & 7	0° to 47° +3°, -0°
	Spoiler	
	Outboard (Panels 1 & 8)	0° to 47° +3°, -0°
	Inboard (Panels 4 & 5)	0° to 30° +1°, -1°
	(See Instructions for Continued Airworthiness for rigging instructions)	
	*Alternate T.O./Ldg. flap settings (See AFM)	
Serial Nos. Eligible	Citation III 650-0001 through 650-7000 Citation VI 650-0200 through 650-7000 (See NOTE 2)	
Certification Basis	<u>Model 650 (Citation III and Citation VI)</u> S/N 650-0001 through 650-7000, and S/N 650-0200 through 650-7000 (See NOTE 2):	

- (1) Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25-1 through 25-39;

**I. Model 650** (cont'd)

- (a) Additions:  
FAR §§ 25.901(c) and 25.1199 as amended by Amendments 25-1 through 25-40; §§ 25.1309 and 25.1351(d) as amended by Amendments 25-1 through 25-41; §§ 25.177, 25.255 and 25.703 as amended by Amendments 25-1 through 25-42; § 25.1326 as amended by Amendments 25-1 through 25-43; § 25.1413 as amended by Amendments 25-1 through 25-44; §§ 25.1305 and 25.1529 as amended by Amendments 25-1 through 25-54.
- (b) Additions for the Sperry EDZ-601, EDZ-603, EDZ-605, and SPZ-8000 Electronic Flight Instrument Systems only:  
FAR §§ 25.1321(a), (b), (d), and (e), 25.1331, 25.1333, and 25.1335 as amended by Amendments 25-1 through 25-41.
- (c) Addition for airplanes incorporating Cessna EC-20600 Auxiliary Power Unit Inflight Operable Installation:  
FAR § 25.901(d) as amended by Amendments 25-1 through 25-46.
- (2) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-12.
- (3) SFAR Part 27 as amended by Amendments 27-1 through 27-2, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes.
- (4) Special Conditions as follows:
  - (a) 25-102-NM-7, High Altitude Operations (51,000 feet). See NOTE 20.
  - (b) 25-ANM-6, Automatic Takeoff Thrust Control System (ATTCS).
- (5) Exemption as follows:
  - (a) Exemption No. 3436 from compliance with FAR § 25.1305(d)(3), for type certification without an engine rotor system unbalance indicator.
- (6) Equivalent levels of safety as follows:
  - (a) FAR § 25.807(d), Emergency exits ditching;
  - (b) FAR § 25.773(b)(2), Cockpit Side Window;
  - (c) FAR § 25.1549(a) and (b), Digital Turbine Speed N<sub>2</sub> Indicator;
  - (d) FAR § 25.815, Aisle Width;
  - (e) FAR § 25.812(b)(2), Emergency Exit Signs;
  - (f) FAR § 25.813(e), Passenger Compartment Door;
  - (g) FAR § 25.1305(a)(4), Oil Pressure Indicator (See NOTE 12);
  - (h) FAR § 25.1305(a)(6), Oil Temperature Indicator (See NOTE 12);
  - (i) FAR § 25.1305(c)(1), Gas Temperature Indicator (See NOTE 12); and
  - (j) FAR § 25.1305(c)(3), Tachometer (See NOTE 12).
- (7) FAR § 25.801 ditching not complied with.
- (8) Compliance with ice protection has been demonstrated in accordance with FAR § 25.1419.

Application for Type Certificate dated April 30, 1977. Type Certificate No. A9NM issued April 30, 1982.

Production Basis	Production Certificate No. 312. Effective February 15, 1985, and on, Production Certificate No. 4 is applicable to all spares production. See NOTE 9 for specific effectivity of P.C. 4 on new airplane serials.
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

**I. Model 650** (cont'd)

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:

Alcohol	3.4 lbs + 92.5 in. (full)
Hydraulic Fluid	37.2 lbs + 379.8 in. (full)
Unusable Fuel Wing	56.8 lbs + 304.0 in.
Unusable Fuel Fuselage	3.0 lbs + 387.2 in.
Engine Unusable Oil	16.0 lbs + 411.2 in.
Engine Usable Oil	29.0 lbs + 411.1 in. (full)

- NOTE 2. The Citation VI configuration is applicable only to airplanes 650-0200 through 650-7000 that incorporate the SPZ-650 (IFCS). All other airplanes 650-0001 through 650-7000 are denoted as Citation III models. FAA Approved Airplane Flight Manual, P/N 65FMXX is applicable to the Citation III. FAA Approved Airplane Flight Manual, P/N 65C6FM-XX is applicable to the Citation VI. The aircraft must be operated according to the appropriate FAA Approved Airplane Flight Manual. Required placards are included in Chapter II of the Instructions for Continued Airworthiness.
- NOTE 3. See the FAA approved airworthiness limitation section of the Instructions for Continued Airworthiness for mandatory compliance retirement life or inspection.
- NOTE 4. All replacement seats (crew and passenger), although they may comply with TSO C39, must also be demonstrated to comply with FAR 25.785.
- NOTE 5. For operation with 10 or more passengers, Cessna Drawing 6211274 must be complied with.
- NOTE 6. The following nose wheel tires are approved:
- |          |               |   |
|----------|---------------|---|
| BFG      | P/N 031-613-2 | 650-0001 through 650-7000                   |
| Goodyear | P/N 184F13-5  |   |
| BFG      | P/N 031-613-8 | 650-0001 through 650-0093 not incorporating |
| Goodyear | P/N 184F13-3  | SB650-32-13 or 650-32-14                    |
- NOTE 7. Aircraft modified in accordance with Cessna Drawing 6200011 or Service Bulletin SB650-03-01 are eligible for Canadian Registration (S/N 650-0001 through -7000).
- NOTE 8. Aircraft incorporating EC19432 or SB650-34-10 are eligible for the optional zero fuel weights of 15,400 and 15,900 lbs. (with 400 lb. max. fuel in fuselage tank) with the following  $V_{MO}$  limitations:
- 305 KIAS below 8,000 ft.
  - 336 KIAS at 8,000 ft. with linear decrease to
  - 278 KIAS/.851 M at 36,524 ft.
  - .851 M above 36,524 ft.
- NOTE 9. Production Certificate No. 4 effective at Serial 650-0079 through 650-7000.
- NOTE 10. Aircraft 650-0074 through 650-7000, and earlier aircraft modified per SB650-28-13 are equipped with fuel heaters and do not require the use of fuel additive Phillips PFA55MB, MIL-I-27686D or MIL-I-27686E. All aircraft will be modified.
- NOTE 11. Applicable to those aircraft incorporating EC 19112 or SB650-76-1. Automatic Performance Reserve Installation.
- NOTE 12. Applicable to those aircraft incorporating EC 20600 Auxiliary Power Unit Inflight Operable Installation.
- NOTE 13. Airplanes Serial 650-0100 through -0178 which are modified in accordance with Cessna Drawing 6200019 are eligible for export to France.
- NOTE 14. Equipment installations or other modifications to the tailcone area must be coordinated with the Wichita Aircraft Certification Office.
- NOTE 15. Airplanes Serial 650-0100 through -0178 which are modified in accordance with Cessna Drawing 6200012 are eligible for export to the United Kingdom.

- NOTE 16. Airplanes Serial 650-0001 through -7000 which are modified in accordance with Cessna Drawing 6200017 are eligible for export to Denmark.
- NOTE 17. Airplanes Serial 650-0001 through -7000 which are modified in accordance with Cessna Drawing 6200018 are eligible for export to Brazil.
- NOTE 18. Applicable to Serial 650-0227 through 650-7000, and prior serial number aircraft that incorporate Service Bulletin SB650-72-01.
- NOTE 19. FAA Approved Flight Manual P/N 65KFM-00 dated February 25, 1994, or later, is applicable to Citation III's (SN 650-0301 thru 650-0308). Export is limited to countries that accept U. S. FAA certification.
- NOTE 20. Model 650 (Citation III) S/N 650-0001 through 650-7000, and (Citation VI) S/N 650-0200 through 650-7000 have been approved for high altitude operations (altitudes above 41,000 feet), by Special Conditions. Any modifications to the pressure vessel must be approved in accordance with the requirements as shown in the 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.

**II - Model 650, Citation VII, (Transport Category), Approved January 23, 1992**

Engines	Two Garrett TFE 731-4R-2S	
Fuel	Commercial kerosene Jet A, Jet A-1, JP-4, JP-5, and JP-8 fuel, conforming to AiResearch Manufacturing Co. Fuel Specifications EMS 53111, EMS 53112, or EMS 53116.	
Engine Limits	Static thrust standard day, sea level:	TFE731-4R-2S
	Takeoff (5 min.)	4080 lbs.
	Max. continuous	4080 lbs.
	Max. permissible engine rotor operating speed:	
	N <sub>1</sub> (Fan) steady state	101.5% r.p.m.
	N <sub>2</sub> (Gas gen.) steady state	101% r.p.m.
	N <sub>1</sub> (Fan)	101.5% to 104.5% r.p.m. limited to 5 sec.
	N <sub>2</sub> (Gas gen.)	101% to 103% r.p.m. limited to 5 sec.
	Max. permissible interturbine gas temperatures:	
	Takeoff (5 minutes)	952° C.
		974° C. (Emergency only)
	Max. continuous	924° C.
	Starting	952° C.
Airspeed Limits	V <sub>MO</sub> (Maximum Operating) (Calibrated Altitudes)	275 KIAS below 8000 ft. 336 KIAS at 8000 ft. with linear decrease to 278 KIAS/.851 M at 36,524 ft. See NOTE 8 for alternate V <sub>MO</sub> & ZFW
	M <sub>MO</sub> (Calibrated Altitude)	.851 M above 36,524 ft.
	V <sub>A</sub> (Sea level)	14,500 lbs. 177 KIAS 16,500 lbs. 191 KIAS 19,600 lbs. 210 KIAS 22,450 lbs. 225 KIAS

**II - Model 650, Citation VII, cont'd:**

See AFM for variations with weight and altitude and optional configurations.

V <sub>B</sub> (Speed for maximum gust intensity)	220 KIAS
V <sub>FE</sub> (Flaps extended) Partial flaps, 7° or 20°	210 KIAS

Ldg Position - Full Flaps		170 KIAS
V <sub>MCA</sub> (Minimum control speed) Air		103 KIAS
V <sub>MCG</sub> (Minimum control speed) Ground		102 KIAS
(19,000 lbs. and below, see AFM for variation with weight)		
V <sub>LO</sub> (Landing gear operating)		210 KIAS
V <sub>LE</sub> (Landing gear extended)		210 KIAS
Landing light extended		250 KIAS
Max. Tire Ground Speed		165 knots
Speed Brakes Extension Speed	Maximum	No Limit
Panels 2, 3, 6 & 7	Minimum	V <sub>REF</sub> + 15 KIAS

Extension of the speedbrakes with the flaps in any position other than the UP position is prohibited below 500 feet AGL. Above 500 feet AGL the speedbrakes may be extended with the flaps in any position.

Spoiler Extension Speed (In flight restricted to emergency descent)

Panels 1, 2, 3, 4, 5, 6, 7 & 8		
Maximum		V <sub>MO</sub> /M <sub>MO</sub>
Minimum		150 KIAS

Spoiler extension in flight is restricted to emergency descent use. Extension of the spoilers is prohibited in flight with the flaps in any position other than the up position.

There is no restriction on roll control spoilers (Panels 1 & 8)

C.G. Range (Landing Gear Extended)	Maximum Design C.G. Limits	
	(1) Aft Limit	330.10 inches aft of the datum (31.00 percent MAC) at 13,705 to 22,450 pounds.
	(2) Forward limit	321.00 inches aft of the datum (19.86 percent MAC) at 14,500 pounds. 316.20 inches aft of the datum (14.00 percent MAC) at 16,500 to 19,000 pounds. 323.40 inches aft of the datum (22.80 percent MAC) at 22,450 pounds with straight line variation between these points.
Empty Wt. C.G. Range	None	
Datum	Zero reference datum is 221.0 inches forward of the leveling screw just aft of the cabin door on Water Line 127.25.	
MAC	81.725 in. (L.E. of MAC at Sta. +304.768)	
Leveling Means	Seat rails	
Maximum Weight	Ramp	22,650 Pounds
	Takeoff	22,450 Pounds
	Landing	20,000 Pounds
	Zero fuel	16,500 Pounds
	Alternate Zero Fuel (See NOTE 8)	15,350 Pounds
Minimum Crew	For all flights: 2 persons (pilot and co-pilot)	
No. of Seats	15 (2 pilots, 13 passengers) See NOTE 5	

## **II - Model 650, Citation VII, cont'd:**

Maximum Baggage	Tail compartment 700 lb. (500 lbs. for A/C with APU)
Fuel Capacity (Gal.)	Two wing tanks: Usable 480.4 each; Arm 315.46 in. Fuselage tank: Usable 133.5; Arm 387.5 in. See NOTE 1 for data on unusable fuel

Oil Capacity (Gal.)	Two engine mounted tanks: Total 2.9 each; usable 1.87 each Arm = +411.24 in. See NOTE 1 for data on unusable oil				
Max. Operating Altitude	51,000 ft.				
Control Surface Movements	Stabilizer	Range of Stabilizer Setting (Primary Trim)			
		Max.Up	+2°	Max Down	-13°
	Elevator	Up	15.5° +0°, -0.5°	Down	15° ±1°
	Rudder (perpendicular to hinge)	Right	25° +1°, -0°	Left	25° +1°, -0°
	Rudder trim tab	Right	11.75°, ±1°	Left	11.75° ±1°
	(Perpendicular to hinge) (Servo Action 11° +1°, -1°)				
	Aileron	Up	12.5° +1°, -0°	Down	12.5° +1°, -0°
			from neutral		from neutral
	Wing flap positions:	Up	0°		
	T.O./Appr		20°, 7°*		
		Ldg.	37°, 20°*		
	Speed brakes				
	Panels 2, 3, 6 & 7		0° to 47° +3°, -0°		
	Spoiler				
	Outboard (Panels 1 & 8)		0° to 47° +3°, -0°		
	Inboard (Panels 4 & 5)		0° to 30° +1°, -1°		
	(See Instructions for Continued Airworthiness for rigging instructions)				
	*Alternate T.O./Ldg. flap settings (See AFM)				
Serial Nos. Eligible	650-7001 and on				

#### Data Pertinent to Model 650, Citation VII

Certification Basis Model 650 (Citation VII) S/N 650-7001 and on:

- (1) Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25-1 through 25-39;
  - (a) Additions:  
FAR §§ 25.901(c) and 25.1199 as amended by Amendments 25-1 through 25-40; §§ 25.1309 and 25.1351(d) as amended by Amendments 25-1 through 25-41; §§ 25.177, 25.255 and 25.703 as amended by Amendments 25-1 through 25-42; § 254.1326 as amended by Amendments 25-1 through 25-43; § 25.1413 as amended by Amendments 25-1 through 25-44; §§ 25.1305 and 25.1529 as amended by Amendments 25-1 through 25-54; § 25.904 as amended by Amendments 25-1 through 25-62; § 25.773 as amended by Amendments 25-1 through 25-72.
  - (b) Additions for the Sperry SPZ-8000 Digital Integrated Flight Control System only:  
FAR §§ 25.1321(a), (b), (d), and (e), 25.1331, 25.1333, and 25.1335 as amended by Amendments 25-1 through 25-41.
  - (c) Addition for airplanes equipped with inflight operable Auxiliary Power Unit (APU):  
FAR § 25.901(d) as amended by Amendments 25-1 through 25-46.
- (2) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-18.
- (3) FAR Part 34 effective September 10, 1990, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes.
- (4) Special Conditions as follows:
  - (a) 25-102-NM-7, High Altitude Operations (51,000 feet). See NOTE 10.
  - (b) 25-ANM-54, Protection from the induced effects of lightning and High Intensity Radiated Fields (HIRF) due to installation of digital electronic engine controls.

- (5) Exemption as follows:  
 (a) Exemption No. 3436 from compliance with FAR § 25.1305(d)(3), for type certification without an engine rotor system unbalance indicator.
- (6) Equivalent levels of safety as follows:  
 (a) FAR § 25.807(d), Emergency exits ditching;  
 (b) FAR § 25.1549(a) and (b), Digital Turbine Speed N<sub>2</sub> Indicator;  
 (c) FAR § 25.815, Aisle Width;  
 (d) FAR § 25.812(b)(2), Emergency Exit Signs;  
 (e) FAR § 25.813(e), Passenger Compartment Door;  
 (f) FAR § 25.1305(a)(4), Oil Pressure Indicator (See NOTE 9);  
 (g) FAR § 25.1305(a)(6), Oil Temperature Indicator (See NOTE 9);  
 (h) FAR § 25.1305(c)(1), Gas Temperature Indicator (See NOTE 9); and  
 (i) FAR § 25.1305(c)(3), Tachometer (See NOTE 9).
- (7) FAR § 25.801 ditching not complied with.
- (8) Compliance with ice protection has been demonstrated in accordance with FAR § 25.1419.

Production Basis                      Production Certificate No. 4.

Equipment                                The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

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:

Hydraulic Fluid	37.2 lbs + 379.8 in. (full)
Unusable Fuel Wing	56.8 lbs + 304.0 in.
Unusable Fuel Fuselage	3.0 lbs + 387.2 in.
Engine Unusable Oil	16.0 lbs + 411.2 in.
Engine Usable Oil	29.0 lbs + 411.1 in. (full)

NOTE 2.                      FAA Approved Airplane Flight Manual: P/N 65C7FM-XX is applicable to the Citation VII. The aircraft must be operated according to the appropriate FAA Approved Airplane Flight Manual. Required placards are included in Chapter II of the Instructions for Continued Airworthiness.

NOTE 3.                      See the FAA approved airworthiness limitation section of the Instructions for Continued Airworthiness for mandatory compliance retirement life or inspection.

NOTE 4.                      All replacement seats (crew and passenger), although they may comply with TSO C39, must also be demonstrated to comply with FAR 25.785.

NOTE 5.                      For operation with 10 or more passengers, Cessna Drawing 6211274 must be complied with.

NOTE 6.                      The following nose wheel tires are approved:  
    BFG                      P/N 031-613-2  
    Goodyear                P/N 184F13-5

NOTE 7.                      Equipment installations or other modifications to the tailcone area must be coordinated with the Wichita Aircraft Certification Office.

NOTE 8.                      The following alternate V<sub>MO</sub>/M<sub>MO</sub> limitations apply when airplanes are loaded to the alternate zero fuel weight of 15,350 pounds:

275 KIAS below 8000 ft.  
346 KIAS at 8000 ft. with linear decrease to 293 KIAS/.851 M at 34,275 ft.  
.851 M above 34,275 ft.

NOTE 9. Applicable to those aircraft incorporating Auxiliary Power Unit Inflight Operable Installation.

NOTE 10. Model 650 (Citation VII) S/N 650-7001 and On have been approved for high altitude operations (altitudes above 41,000 feet), by Special Conditions. Any modifications to the pressure vessel must be approved in accordance with the requirements as shown in the 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.

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