DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

TYPE CERTIFICATE DATA SHEET NO. A22CE

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.

Type Certificate Holder
Textron Aviation Inc.
One Cessna Boulevard
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Wichita, Kansas  67277

Type Certificate Holder Record
Cessna Aircraft Company transferred to Textron Aviation Inc. on July 29, 2015

I. Model 500, Citation and Citation I, (Transport Category), Approved September 9, 1971
The Model 500 Citation and Citation I are defined by Cessna Airplane Assembly Drawing Number 5500000.

Engines
Two Pratt & Whitney of Canada, Ltd. JT15D-1, JT15D-1A or JT15D-1B turbofans used in any combination (see Note 9 and Note 11).

Fuel

Engine Limits
Static thrust, standard day, sea level:
  Takeoff (5 min.) 2200 lb.
  Max. continuous 2090 lb.

Max. permissible engine rotor operational speeds:
  \( N_1 \) (Fan) JT15D-1 99 percent 15,840 r.p.m.
  \( N_1 \) (Fan) JT15D-1A 102.1 percent 16,336 r.p.m.
  \( N_1 \) (Fan) JT15D-1B 103.4 percent 16,540 r.p.m.
  \( N_2 \) (Gas gen.) 95 percent 31,120 r.p.m.

Max. permissible interturbine gas temperatures:
  Takeoff 700º C.
  Max. continuous 680º C.
  Starting 500º C.
  Transient (2 seconds) 720º C.
I. **Model 500** (cont’d)

Airspeed Limits (CAS)

<table>
<thead>
<tr>
<th>Mode</th>
<th>VMO (Maximum Operating)</th>
<th>MMO (Above 26,000 ft.)</th>
<th>VA (Sea level)</th>
<th>VB (Speed for maximum gust intensity)</th>
<th>VLO (Landing gear operating)</th>
<th>VMCA (Minimum control speed)</th>
<th>VMCG (Minimum control speed)</th>
<th>VLE (Landing gear extended)</th>
<th>VSB (Speed brakes extended)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sea level to 14,000 ft.</td>
<td>Above 26,000 ft.</td>
<td>10,850 lb.</td>
<td>210 knots</td>
<td>178 knots</td>
<td>Below stall speed for all weights</td>
<td>55 knots</td>
<td>174 knots</td>
<td>Any speed with or without flaps</td>
</tr>
<tr>
<td></td>
<td>14,000 ft. to 26,000 ft.</td>
<td></td>
<td></td>
<td>287 knots*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(S/N 500-0001</td>
<td>through 500-0349)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>14,000 ft. to 28,000 ft.</td>
<td></td>
<td>11,500 lb.</td>
<td>182 knots</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(S/N 500-0350</td>
<td>through 500-0689)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>14,000 ft. to 28,000 ft.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(S/N 500-0350</td>
<td>through 500-0689)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

- *See NOTE 7 for restricted VMO for optional fuel weight configuration.

C.G. Range (Landing Gear Extended) S/N 500-0001 through 500-0070. See NOTE 5.

**Forward Limits:** Linear variation from 249.2 in. aft of datum (21.5% MAC) at 10,850 lb. to 246.4 in. aft of datum (18.0% MAC) at 7,500 lb.; 246.4 in. aft of datum (18.0% MAC) at 7,500 lb. or less.

**Aft Limits:** 255.9 in. aft of datum (30.0% MAC) at 10,850 lb. or less.

C.G. Range (Landing Gear Extended) S/N 500-0001 through 500-0070. See NOTE 5.

**Forward Limits:** Linear variation from 249.7 in. aft of datum (22.6% MAC) at 11,500 lb. to 246.4 in. aft of datum (18.0% MAC) at 7,500 lb.; 246.4 in. aft of datum (18.0% MAC) at 7,500 lb. or less.

**Aft Limits:** 255.9 in. aft of datum (30.0% MAC) at 11,500 lb. or less.

C.G. Range (Landing Gear Extended) S/N 500-0001 through 500-0070.

**Forward Limits:** Linear variation from 250.0 in. aft of datum (22.6% MAC) at 11,850 lb. to 246.4 in. aft of datum (18.0% MAC) at 7,500 lb.; 246.4 in. aft of datum (18.0% MAC) at 7,500 lb. or less.

**Aft Limits:** 255.9 in. aft of datum (30.0% MAC) at 11,850 lb. or less.
I. **Model 500** (cont’d)

Datum 94.0 in. forward of the front face of the forward pressure bulkhead.

MAC 79.61 in. (L.E. of MAC at Sta. +232.04)
Note this is reference MAC for basic wing without tip.

**Leveling Means**

<table>
<thead>
<tr>
<th>Maximum Weight</th>
<th>S/N 500-0001 Through 500-0070</th>
<th>S/N 500-0071 Through 500-0302</th>
<th>S/N 500-0303 Through 500-0689</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
<td>10,850 lb.</td>
<td>11,500 lb.</td>
<td>11,850 lb.</td>
</tr>
<tr>
<td>Landing</td>
<td>10,400 lb.</td>
<td>11,000 lb.</td>
<td>11,350 lb.</td>
</tr>
<tr>
<td>Zero fuel*</td>
<td>8,400 lb.</td>
<td>8,400 lb.</td>
<td>8,400 lb.</td>
</tr>
<tr>
<td>Ramp</td>
<td>11,000 lb.</td>
<td>11,650 lb.</td>
<td>12,000 lb.</td>
</tr>
</tbody>
</table>

*See NOTE 7 for optional zero fuel weights.

**Minimum Crew**
For all flights: 2 persons (pilot and co-pilot)

**No. of Seats**
Up to 9 (2 Pilots, up to 7 Passengers)
See NOTE 8.

**Maximum Baggage**
Nose compartment 350 lb. (at Sta. + 74.0)
Aft cabin 650 lb. (at Sta. +286.3)

**Fuel Capacity (Gal.)**
Two wing tanks: Total 276 each; usable 268 each (S/N 500-0001 through 0040)
Total 277 each; usable 272 each (S/N 500-0041 through 0213)
Total 287 each; usable 282 each (S/N 500-0214 through 500-0689)
ARM = +256.0 in.

See NOTE 1 for data on unusable fuel

**Oil Capacity (Quarts)**
Two engine mounted tanks:
JT15D-1 Engine Total 8.9 each; usable 5.0 each
JT15D-1A Engine Total 8.6 each; usable 5.0 each
ARM = +322.0 in.

**Maximum Operating Altitude**
35,000 ft. (S/N 500-0001 through 0213) (See NOTE 10)
41,000 ft. (S/N 500-0214 through 500-0689)

**Control Surface Movements**

- **Elevator**
  - Up 20°±1°
  - Down 15°±1°
- **Elevator trim tab**
  - Up 7°±1°, -0°
  - Down 18°±1°, -0°
  (S/N 500-0001 through 500-0129)
- **Rudder**
  - Right 22°±1°
  - Left 22°±1°
  (perpendicular to hinge)
- **Rudder trim tab**
  - Right 10°±1°
  - Left 10°±1°
  (perpendicular to hinge)
- **Aileron**
  - Up 21°±1°
  - Down 16°±1°
- **Aileron trim tab**
  - Up 20°±1°
  - Down 20°±1°
- **Wing flap**
  - Up 0° to 58°±2°
  - Down 0° to 40°±1°

See Airplane Maintenance Manual for rigging instructions
I. **Model 500** (cont’d)

**Certification Basis**

1. Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25-1 through 25-17;
   
   a. Additions:
   
   
2. FAR Part 36 effective December 1, 1969.

3. Special Conditions as follows:
   
   a. 25-25-CE-4, additional requirements for systems, airframe, flight and propulsion. See NOTE 28.

4. Equivalent levels of safety as follows:
   
   a. FAR § 25.807(d), Emergency exits ditching;
   
   b. FAR § 25.1199(b) and (c), Fire Bottle Pressure Relief Valve;
   
   c. FAR § 25.1459(b)(2)(ii), Protective Eye Equipment;
   
   d. FAR § 25.815, Passenger Cabin Aisle Width;
   
   e. FAR § 25.1305(r), Use of N1 for Power Presentation;
   
   f. FAR § 25.773(b)(2), Use of clear vision area of windshield; and
   
   g. FAR § 25.1331(a)(1), Location of pressure gage to indicate adequate power to bank and pitch indicator.

5. Exemption: Exemption number 1435 granted. Model 500 exempt from requirements of FAR § 25.1378(a) for location of position light on vertical tail. This exemption was deleted from certification basis by addition of FAR § 25.1387 as amended by Amendments 25-1 through 25-30.

6. FAR § 25.801 ditching not complied with.

7. Compliance with ice protection has been demonstrated in accordance with FAR § 25.1419.

Serial Nos. Eligible: 500-0001 and up

II. **Model 550, Citation II, (Transport Category), Approved March 24, 1978**

The Model 550 Citation II is defined by Cessna Airplane Assembly Drawing Number 6500000.

**Engines**

Two Pratt and Whitney Aircraft of Canada, Ltd. (formerly United Aircraft of Canada, Ltd.) JT15D-4 turbofans or Pratt and Whitney Aircraft JT15D-4 turbofans.

**Fuel**


**Engine Limits**

Static thrust, standard day, sea level:

- Takeoff (5 min.) 2500 lb.
- Max. continuous 2375 lb.

Max. permissible engine rotor operating speeds:

- \(N_1\) (Fan) JT15D-4 104 percent 16,540 r.p.m.
- \(N_2\) (Gas Gen.) 96 percent 31,450 r.p.m.

Max. permissible interturbine gas temperatures:

- Takeoff 700° C.
- Max. continuous 680° C.
- Starting 500° C.
- Transient (2 seconds) 720° C.
II. Model 550 (cont’d)

Airspeed Limits (CAS)

- $V_{MO}$ (Maximum operating)
  - Sea level to 14,000 ft.: 260 knots
  - 14,000 ft. to 28,000 ft.: 275 knots
  - Sea level to 30,500 ft.: 260 knots

- $M_{MO}$ Above 30,500 ft.: 0.70 Mach
  - (S/N 550-0550 through 550-0800)

- $V_A$ (Sea level)
  - 13,300 ft.: 186 knots
  - See AFM for variations with weight and altitude and optional configurations.

- $V_B$ (Speed for max. gust intensity)
  - 210 knots

- $V_{FE}$ (Flaps extended)
  - 40° (Landing): 174 knots
  - 15° (Takeoff and approach): 200 knots

- $V_{MCA}$ (Minimum control speed)
  - Air: 75 knots
  - Ground: 62 knots

- $V_{LO}$ (Landing gear operating)
  - (S/N 550-0001 through 550-0626): 174 knots
  - (S/N 550-0627 through 550-0800): 248 knots

- $V_{LO}$ (Landing gear operating extend)
  - (S/N 550-0001 through 550-0626): 198 knots
  - (S/N 550-0627 through 550-0800): 260 knots

- $V_{LE}$ (Landing gear extended)
  - (S/N 550-0001 through 550-0626): 174 knots
  - (S/N 550-0627 through 550-0800): 260 knots

- $V_{SH}$ (Speed brakes extended)
  - Any speed with or without flaps
  - *See NOTE 7 for restricted $V_{MO}$ for optional fuel weight configuration,
    - S/N 550-0001 through 550-0549.

C.G. Range (Landing Gear Extended)

- S/N 550-0001 through 550-0626
  - Forward Limits: Linear variation from 279.8 in. aft of datum (21.6% MAC) at 13,300 lb. to 276.1 in. aft of datum (18.0% MAC) at 8,540 lb. or less.
  - Aft Limits: 285.8 in. aft of datum (30.0 % MAC) at 13,300 lb. or less.

- S/N 550-0627 through 550-0800
  - Forward Limits: Linear variation from 280.4 in. aft of datum (23.3% MAC) at 14,100 lb. to 276.1 in. aft of datum (18.0% MAC) at 8,540 lb. or less.
  - Aft Limits: 285.8 in. aft of datum (30.0 % MAC) at 14,100 lb. or less.

Empty Wt. C.G. Range

- None

Datum

- 94.0 in. forward of the front face of the forward pressure bulkhead.

MAC

- 80.98 in. (L.E. of MAC at Sta. +261.56)
  - Note: This is reference MAC for basic wing without tip.

Leveling Means

- Seat Rails

Maximum Weight

- S/N 550-0001 Through 550-0626
  - Takeoff: 13,300 lb.
  - Landing: 12,700 lb.
  - Zero fuel*: 9,500 lb.
  - Ramp: 13,500 lb.

- S/N 550-0627 Through 550-0800
  - Takeoff: 14,100 lb.
  - Landing: 13,500 lb.
  - Zero fuel*: 11,000 lb.
  - Ramp: 14,300 lb.

*See NOTE 7 for optional zero fuel weight (S/N 550-0001 through 550-0549)
II. **Model 550** (cont’d)

Minimum Crew
For all flights: 2 persons (pilot and co-pilot)

No. of Seats
Up to 13 (2 Pilots, up to 11 Passengers)
See NOTE 12

Maximum Baggage

<table>
<thead>
<tr>
<th>Area</th>
<th>Capacity</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nose compartment</td>
<td>350 lb.</td>
<td>at Sta. + 74.0</td>
</tr>
<tr>
<td>Aft cabin</td>
<td>400 lb.</td>
<td>at Sta. + 321.0</td>
</tr>
<tr>
<td></td>
<td>200 lb.</td>
<td>at Sta. + 338.0</td>
</tr>
<tr>
<td>Tailcone</td>
<td>200 lb.</td>
<td>at Sta. + 420.0(S/N 550-0001 through 550-0626)</td>
</tr>
<tr>
<td></td>
<td>200 lb.</td>
<td>at Sta. + 431.0 and</td>
</tr>
<tr>
<td></td>
<td>300 lb.</td>
<td>at Sta. + 462.0(S/N 550-0627 through 550-0800)</td>
</tr>
</tbody>
</table>

Fuel Capacity (Gal.)
Two wing tanks: Total 376 each; usable 371 each
ARM = +285.9 in.
See NOTE 1 for data on unusable fuel

Oil Capacity (Quarts)
Two engine mounted tanks: Total 9.0 each; usable 5.7 each
ARM = +367.0 in.

Maximum Operating Altitude
43,000 ft.

Control Surface Movements

<table>
<thead>
<tr>
<th>Surface Movements</th>
<th>Up</th>
<th>Down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elevator</td>
<td>20° ±1°</td>
<td>15° ±1°</td>
</tr>
<tr>
<td>Elevator trim tab</td>
<td>S/N 550-0001 through S/N 550-0576</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Up</td>
<td>Down</td>
</tr>
<tr>
<td></td>
<td>15° +1°, -0°</td>
<td>17° +1°, -0°</td>
</tr>
<tr>
<td>Elevator trim tab</td>
<td>S/N 550-0577 through 550-0800</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Up</td>
<td>Down</td>
</tr>
<tr>
<td></td>
<td>17° +1°, -0°</td>
<td>15° +1°, -0°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right</td>
<td>Left</td>
</tr>
<tr>
<td></td>
<td>22° ±1°</td>
<td>22° ±1°</td>
</tr>
<tr>
<td>Rudder trim tab</td>
<td>Right</td>
<td>Left</td>
</tr>
<tr>
<td></td>
<td>10° ±1°</td>
<td>10° ±1°</td>
</tr>
<tr>
<td>Aileron</td>
<td>Up</td>
<td>Down</td>
</tr>
<tr>
<td></td>
<td>19° ±1°</td>
<td>15° ±1°</td>
</tr>
<tr>
<td>Aileron trim tab</td>
<td>Up</td>
<td>Down</td>
</tr>
<tr>
<td></td>
<td>20° ±1°</td>
<td>20° ±1°</td>
</tr>
<tr>
<td>Wing flap</td>
<td>Down</td>
<td>0° to 40° ±1°</td>
</tr>
<tr>
<td>Speed brake - Upper</td>
<td>Up</td>
<td>0° to 57° ±3°</td>
</tr>
</tbody>
</table>

Certification Basis (S/N 550-001 through 550-0505 and 550-0550 through 550-0800)

1. Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25-1 through 25-17;

(a) Additions:

(b) Addition for the Bendix EFS-10, Sperry EDZ-600, Sperry EDZ-601, and Sperry EDZ-603 Electronic Flight Instrument Systems only:
FAR §§ 25.1301, 25.1303(b), 25.1322 as amended by Amendments 25-1 through 25-38; and §§ 25.1309, 25.1321(a), (b), (d), and (e), 25.1331, 25.1333, 25.1335 as amended by Amendments 25-1 through 25-41.

2. FAR Part 36 effective December 1, 1969.

3. SFAR 27, as amended by Amendments 27-1 and 27-2, fuel venting.

4. Special Conditions as follows:
(a) 25-25-CE-4, additional requirements for systems, airframe, flight and propulsion. See NOTE 28.
II. Model 550 (cont’d)

Certification Basis (S/N 550-001 through 550-0505 and 550-0550 through 550-0800) (cont’d)

(5) Equivalent levels of safety as follows:
(a) FAR § 25.807(d), Emergency exits ditching;
(b) FAR § 25.1199(b) and (c), Fire Bottle Pressure Relief Valve;
(c) FAR § 25.1439(b)(2)(ii), Protective Eye Equipment;
(d) FAR § 25.815, Passenger Cabin Aisle Width;
(e) FAR § 25.1305(c), Use of N\textsubscript{1} for Power Presentation;
(f) FAR § 25.773(b)(2), Use of clear vision area of windshield;
(g) FAR § 25.1331(a)(1), Location of pressure gage to indicate adequate power to bank and pitch indicator.
(h) FAR § 25.1549(a) and (b), N\textsubscript{2} Digital Indicator Markings.
(i) FAR § 25.813(e), Frangible door for serial No: 550-0550 through 550-0800.

(6) FAR § 25.801 ditching not complied with.

(7) Compliance with ice protection has been demonstrated in accordance with FAR § 25.1419.

Serial Nos. Eligible: 550-0001 through 550-0505 and 550-0550 through 550-0800 (See NOTE 19)

III. Model S550, Citation S/II, (Transport Category), Approved August 15, 1984

The Model S550 Citation S/II is defined by Cessna Airplane Assembly Drawing Number 6500000.

- Engines: Two Pratt and Whitney Canada, Inc. (formerly United Aircraft of Canada Ltd.) JT15D-4B turbofans.

Engine Limits

Static thrust, standard day, sea level:
- Takeoff (5 min.) 2500 lb.
- Max. continuous 2375 lb.

Max. permissible engine rotor operating speeds:
- N\textsubscript{1} (Fan) 106 percent 16,854 r.p.m.
- N\textsubscript{2} (Gas Gen.) 97 percent 31,777 r.p.m.

Max. permissible interturbine gas temperatures:
- Takeoff 710° C.
- Max. continuous 690° C.
- Starting 500° C.
- Transient (2 seconds) 730° C.

Airspeed Limits

- V\textsubscript{MO} (Maximum operating)
  - Sea level to 8,000 ft. 260 KCAS (261 KIAS)
  - 8,000 ft. to 29,315 ft. 275 KCAS (276 KIAS)
- M\textsubscript{MO} Above 29,315 ft. 0.72 Mach (0.72 MIAS)
- V\textsubscript{A} (Sea level)
  - 14,700 lb. 192 KCAS (192 KIAS)
- See AFM for variations with weight and altitude

- V\textsubscript{FE} (Flaps extended)
  - 35° (Landing) 174 KCAS (172 KIAS)
  - 20° (Takeoff and approach) 200 KCAS (200 KIAS)
- V\textsubscript{MCA} (Minimum control speed) Air 84 KCAS (83 KIAS)
- V\textsubscript{MCG} (Minimum control speed) Ground 75 KCAS (73 KIAS)
III. **Model S550** (cont’d)

Airspeed Limits (cont’d)

- $V_{LO}$ (Landing gear operating) 174 KCAS (172 KIAS)
- $V_{LE}$ (Landing gear extended) 174 KCAS (172 KIAS)
- $V_{SB}$ (Speed brakes extended) Any speed with or without flaps

See NOTE 21 for increased $V_{LO}$ and $V_{LE}$.

**Tire Limit**

- Maximum ground speed 165 knots

**C.G. Range** (Landing Gear Extended) S/N S550-0001 through S550-0085

<table>
<thead>
<tr>
<th>Forward Limits</th>
<th>Aft Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linear variation from 277.7 in. aft of datum (19.9% MAC) at 14,700 lb. to 273.1 in. aft of datum (15.0% MAC) at 9,600 lb.; 273.1 in. aft of datum (15.0% MAC) at 9,600 lb. or less.</td>
<td>284.2 in. aft of datum (28.0 % MAC) at 14,700 lb. or less.</td>
</tr>
</tbody>
</table>

**C.G. Range** (Landing Gear Extended) S/N S550-0086 through S550-0160

<table>
<thead>
<tr>
<th>Forward Limits</th>
<th>Aft Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linear variation from 278.0 in. aft of datum (20.3% MAC) at 15,100 lb. to 273.7 in. aft of datum (15.0% MAC) at 9,600 lb.; 273.7 in. aft of datum (15.0% MAC) at 9,600 lb. or less.</td>
<td>284.2 in. aft of datum (28.0 % MAC) at 15,100 lb. or less.</td>
</tr>
</tbody>
</table>

**Empty Wt. C.G. Range**

None

**Datum**

94.0 in. forward of the front face of the forward pressure bulkhead.

**MAC**

80.98 in. (L.E. of MAC at Sta. +261.56)

**Leveling Means**

Seat Rails

**S.N. S550-0001**

<table>
<thead>
<tr>
<th>Maximum Weight</th>
<th>Through S550-0085</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
<td>14,700 lb.</td>
</tr>
<tr>
<td>Landing</td>
<td>14,000 lb.</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>11,000 lb.</td>
</tr>
<tr>
<td>Ramp</td>
<td>14,900 lb.</td>
</tr>
</tbody>
</table>

**S/N S550-0086**

<table>
<thead>
<tr>
<th>Maximum Weight</th>
<th>Through S550-0160</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
<td>15,100 lb.</td>
</tr>
<tr>
<td>Landing</td>
<td>14,400 lb.</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>11,200 lb.</td>
</tr>
<tr>
<td>Ramp</td>
<td>15,300 lb.</td>
</tr>
</tbody>
</table>

**Minimum Crew**

For all flights: 2 persons (pilot and co-pilot)

**No. of Seats**

Up to 13 (2 Pilots, up to 11 Passengers)

**Maximum Baggage**

| Nose Compartment | 350 lb. (at Sta. +74.0) |
| Aft Cabin        | 400 lb. (at Sta. +321.0) |
| Tailcone         | 200 lb. (at Sta. +338.0) |
|                  | 200 lb. (at Sta. +442.0) |
|                  | 300 lb. (at Sta. +414.0) |

**Fuel Capacity (Gal.)**

Two wing tanks: Total 437 each; usable 431.5 each

- ARM = +282.7 in.

See NOTE 1 for data on unusable fuel

**Oil Capacity (Quarts)**

Two engine mounted tanks: Total 9.0 each; usable 5.7 each

- ARM = +367.0 in.

**Surface Anti-Ice Fluid**

Capacity: 65.5 lb., ARM = +62.9 in.

Surface anti-ice fluids must meet British Deicing Fluid Specification DTD 406B (NATO Symbol S-745). Fluids meeting this specification are: Canyon Industries AL-5, Aero Shell Compound 07, and BP Aero Deicing 2

**Windshield Anti-Ice Fluid**

Capacity: 3.4 lb., ARM = +91.4 in.; TT-I-735 Isopropyl alcohol Approved
III. **Model S550** (cont’d)

<table>
<thead>
<tr>
<th>Control Surface</th>
<th>Movement</th>
<th>Up</th>
<th>Down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elevator</td>
<td>Up 20° ±1°</td>
<td>Down 15° ±1°</td>
<td></td>
</tr>
<tr>
<td>Elevator trim tab</td>
<td>Up 5° ±1°, -0°</td>
<td>Down 17° ±1°, -0°</td>
<td></td>
</tr>
<tr>
<td>Rudder</td>
<td>Right 22° ±1°</td>
<td>Left 22° ±1°</td>
<td></td>
</tr>
<tr>
<td>Rudder trim tab</td>
<td>Right 10° ±1°</td>
<td>Left 10° ±1°</td>
<td></td>
</tr>
<tr>
<td>Aileron</td>
<td>Up 19° ±1°</td>
<td>Down 15° ±1°</td>
<td></td>
</tr>
<tr>
<td>Aileron trim tab</td>
<td>Up 20° ±1°</td>
<td>Down 20° ±1°</td>
<td></td>
</tr>
<tr>
<td>Wing flap</td>
<td>Up 0° to 35° ±1°</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speed brake - Upper</td>
<td>Up 0° to 58° ±2°</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

See Airplane Maintenance Manual for rigging instructions

**Certification Basis**

1. Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25-1 through 25-17;
   (b) Addition for the Bendix EFS-10, Sperry EDZ-600, Sperry EDZ-601, and Sperry EDZ-603 Electronic Flight Instrument Systems only: FAR §§ 25.1301, 25.1303(b), 25.1322 as amended by Amendments 25-1 through 25-38; and §§ 25.1309, 25.1321(a), (b), (d), and (e), 25.1331, 25.1333, 25.1335 as amended by Amendments 25-1 through 25-41.

2. FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-12.

3. SFAR 27, as amended by Amendments 27-1 and 27-2, fuel venting.

4. Special Conditions as follows:
   (a) 25-25-CE-4, additional requirements for systems, airframe, flight and propulsion. See note 28.

5. Equivalent levels of safety as follows:
   (a) FAR § 25.807(d), Emergency exits ditching;
   (b) FAR § 25.1199(b) and (c), Fire Bottle Pressure Relief Valve;
   (c) FAR § 25.1439(b)(2)(ii), Protective Eye Equipment;
   (d) FAR § 25.815, Passenger Cabin Aisle Width;
   (e) FAR § 25.1305(r), Use of N1 for Power Presentation;
   (f) FAR § 25.773(b)(2), Use of clear vision area of windshield;
   (g) FAR § 25.1331(a)(1), Location of pressure gage to indicate adequate power to bank and pitch indicator.
   (h) FAR § 25.1549(a) and (b), N1; Digital Indicator Markings.
   (i) FAR § 25.813(c), Frangible door.

6. FAR § 25.801 ditching not complied with.

7. Compliance with ice protection has been demonstrated in accordance with FAR § 25.1419.

Serial Nos. Eligible: S550-0001 through S550-0160
IV. Model 552, Navy T-47A, (Transport Category), Approved November 21, 1984

The Model 552 (Navy T-47A) is defined by Cessna Airplane Assembly Drawing Number 6400001.

Engines
Two Pratt and Whitney Canada, Inc. (formerly United Aircraft of Canada, Ltd.) JT15D-5 turbofans.

Fuel

Engine Limits
Static thrust, standard day, sea level:
- Takeoff (5 min.) 2900 lb.
- Max. continuous 2900 lb.

Max. permissible engine rotor operating speeds:
- N1 (Fan) 104 percent 16,540 r.p.m.
- N2 (Gas Gen.) 96 percent 31,450 r.p.m.

Max. permissible interturbine gas temperatures:
- Takeoff 700° C.
- Max. continuous 680° C.
- Starting 550° C.
- Transient (2 seconds) 720° C.

Airspeed Limits
- VMO (Maximum operating)
  - Sea level 355 KCAS (358 KIAS)
  - 27,425 ft. 299 KCAS (300 KIAS)
- Linear variation between altitudes

M_{MO} Above 27,425 ft. 0.75 Mach (0.755 MIAS)

V_A (Sea level)
- 15,500 lb. 215 KCAS (216 KIAS)

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

VFE (Flaps extended)
- 35° (Landing) 174 KCAS (173 KIAS)
- 20° (Takeoff and approach) 200 KCAS (201 KIAS)

VMCA (Minimum control speed)
- Air 85 KCAS (84 KIAS)
- Ground 82 KCAS (78 KIAS)

VLO (Landing gear operating)
- 174 KCAS (173 KIAS)

VLE (Landing gear extended)
- 174 KCAS (173 KIAS)

VSB (Speed brakes extended)
- Any speed with or without flaps

Tire Limit
- Maximum ground speed 165 knots

C.G. Range (Landing Gear Extended)
Forward Limits: Linear variation from 279.1 in. aft of datum (21.69% MAC) at 15,500 lb. to 274.4 in. aft of datum (15.82% MAC) at 9,400 lb.; 274.4 in. aft of datum (15.82% MAC) at 9,400 lb. or less.

Aft Limits: 282.6 in. aft of datum (26.0 % MAC) at 15,500 lb. or less.

Empty Wt. C.G. Range
None

Datum
94.0 in. forward of the front face of the forward pressure bulkhead.

MAC
80.98 in. (L.E. of MAC at Sta. +261.56)
NOTE: This is reference MAC for basic wing without cuff

Leveling Means
Seat Rails
IV. Model 552 (cont’d)

|-------------------------|--------------------|--------------------|----------------------|-----------------|

Minimum Crew
For all flights: 2 Pilots

No. of Seats
Up to 6 (2 Pilots, up to 4 Passengers)

Maximum Baggage
None

Fuel Capacity (Gal.)
Two wing tanks: Total 414 each; usable 412 each
ARM = +282.7 in.
See NOTE 1 for data on unusable fuel

Oil Capacity (Quarts)
Two engine mounted tanks: Total 8.1 each; usable 4.8 each
ARM +367.0 in.

Fluid Anti-Ice System (Airframe)
Capacity: 65.5 lb. ARM 86.3 in.
Surface anti-ice fluids must meet British Deicing Fluid Specification DTD 406B (NATO Symbol S-745). Fluids meeting this specification are: Canyon Industries AL-5, Aero Shell Compound 07, and BP Aero Deicing 2

Windshield Anti-Ice Capacity
Fluid Approved Anti-Ice Fluid: TT-I-735 Isopropyl Alcohol

Maximum Operating Altitude
43,000 ft.

Control Surface Movements

<table>
<thead>
<tr>
<th>Elevator</th>
<th>Up 20° ±1°</th>
<th>Down 15° ±1°</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elevator trim tab</td>
<td>Up 5° ±1°, -0°</td>
<td>Down 17° ±1°, -0°</td>
</tr>
<tr>
<td>Rudder (perpendicular to hinge)</td>
<td>Right 22° ±1°</td>
<td>Left 22° ±1°</td>
</tr>
<tr>
<td>Rudder trim tab (perpendicular to hinge)</td>
<td>Right 10° ±1°</td>
<td>Left 10° ±1°</td>
</tr>
<tr>
<td>Aileron</td>
<td>Up 16° ±2°, -0°</td>
<td>Down 14° ±2°, -0°</td>
</tr>
<tr>
<td>Wing flap</td>
<td>Up 0° to 58° ±2°</td>
<td>Down 0° to 35° ±1°</td>
</tr>
</tbody>
</table>

Certification Basis

(1) Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25-1 through 25-17;

(a) Additions:

(b) Addition for aileron boost system only:
FAR §§ 25.671 and 25.672 as amended by Amendments 25-1 through 25-23.

(2) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-12.

(3) SFAR 27, as amended by Amendments 27-1 and 27-2, fuel venting.

(4) Special Conditions as follows:
(a) 25-25-CE-4, additional requirements for systems, airframe, flight and propulsion. See NOTE 28.
IV. **Model 552** (cont’d)

**Certification Basis** (cont’d)

(5) Equivalent levels of safety as follows:
(a) FAR § 25.807(d), Emergency exits ditching;
(b) FAR § 25.1199(b) and (c), Fire Bottle Pressure Relief Valve;
(c) FAR § 25.1439(b)(2)(ii), Protective Eye Equipment;
(d) FAR § 25.815, Passenger Cabin Aisle Width;
(e) FAR § 25.1305(e), Use of N1 for Power Presentation;
(f) FAR § 25.773(b)(2), Use of clear vision area of windshield; and
(g) FAR § 25.1549(a) and (b), N2 Digital Indicator Markings.

(6) Exemption: Exemption number NM-105 granted. Model 552 exempt from requirements of FAR §§ 25.1303 and 25.1321 for required instruments, instrument panel arrangement and visibility of instruments.

(7) FAR § 25.801 ditching not complied with.

(8) Compliance with ice protection has been demonstrated in accordance with FAR § 25.1419.

Serial Nos. Eligible: 552-0001 through 552-0015 (See NOTE 23)

V. **Model 560, Citation V and Citation Ultra, (Transport Category), Approved December 9, 1988**

The Model 560 Citation V and Citation Ultra are defined by Cessna Airplane Assembly Drawing Number 6500560.

**Engines**

| S/N 560-0001 through 560-0259 | Two Pratt & Whitney of Canada, Inc. JT15D-5A turbofans |
| S/N 560-0260 through 560-0538 | Two Pratt & Whitney of Canada, Inc. JT15D-5D turbofans |

**Fuel**


**Engine Limits**

<table>
<thead>
<tr>
<th>Static thrust, standard day, sea level:</th>
<th>JT15D-5A</th>
<th>JT15D-5D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff (5 min.)</td>
<td>2900</td>
<td>3045</td>
</tr>
<tr>
<td>Max. continuous</td>
<td>2900</td>
<td>3045</td>
</tr>
</tbody>
</table>

Max. permissible engine rotor operating speeds:

<table>
<thead>
<tr>
<th>JT15D-5A</th>
<th>JT15D-5D</th>
</tr>
</thead>
<tbody>
<tr>
<td>N1 (Fan)</td>
<td>104%</td>
</tr>
<tr>
<td>16540 r.p.m.</td>
<td>16860 rpm</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>N2 (Gas Gen.)</th>
<th>96%</th>
<th>97%</th>
</tr>
</thead>
<tbody>
<tr>
<td>31450 rpm</td>
<td>31777 rpm</td>
<td></td>
</tr>
</tbody>
</table>

Max. permissible interturbine gas temperatures:

<table>
<thead>
<tr>
<th>JT15D-5A</th>
<th>JT15D-5D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
<td>700º C</td>
</tr>
<tr>
<td>Max. continuous</td>
<td>680º C</td>
</tr>
<tr>
<td>Starting</td>
<td>550º C</td>
</tr>
<tr>
<td>Transient (2 seconds)</td>
<td>720º C</td>
</tr>
</tbody>
</table>
V. **Model 560** (cont’d)

Airspeed Limits

<table>
<thead>
<tr>
<th>Condition</th>
<th>VMO (Maximum operating)</th>
<th>MMO (Above 28,907 ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea level to 8000 ft.</td>
<td>260 KCAS (261 KIAS)</td>
<td>0.75 Mach (0.755 MIAS)</td>
</tr>
<tr>
<td>8000 ft. to 28,907 ft.</td>
<td>290 KCAS (292 KIAS)*</td>
<td></td>
</tr>
</tbody>
</table>

See AFM for variations with weight and altitude

$V_{FL}$ (Flaps extended)

- $35^\circ$ (Landing): 174 KCAS (173 KIAS)
- $15^\circ$ (Takeoff and approach): 199 KCAS (200 KIAS)
- $7^\circ$ (Takeoff): 199 KCAS (200 KIAS)

*See NOTE 7 for restricted $V_{MO}$ for optional fuel weight configuration

$V_{MC}$ (Minimum control speed)

- $V_{MC}$ (Air): 84 KCAS (85 KIAS)
- $V_{MCG}$ (Ground): 85.5 KCAS (86 KIAS)

$V_{LO}$ (Landing gear operating extended)

- 249 KCAS (250 KIAS)

$V_{LE}$ (Landing gear operating retracted)

- 199 KCAS (200 KIAS)

$V_{SB}$ (Speed brakes extended Any speed with or without flaps)

See NOTE 22 for $V_{LO}$ and $V_{LE}$ for 12,200 lb. ZFW option and gravel kit.

Tire Limit

Maximum ground speed: 165 knots

C.G. Range (Landing Gear Extended) S/N 560-0001 through 560-0259

- Forward Limits: Linear variation from 296.03 in. aft of datum (17.87% MAC) at 15,900 lb. to 293.71 in. aft of datum (15.0% MAC) at 11,500 lb. or less.
- Aft Limits: 304.23 in. aft of datum (28.0 % MAC) at 15,900 lb. or less.

C.G. Range (Landing Gear Extended) S/N 560-0260 through 560-0538 **

- Forward Limits: Linear variation from 296.24 in. aft of datum (18.13% MAC) at 16,300 lb. to 293.71 in. aft of datum (15.0% MAC) at 11,500 lb. or less.
- Aft Limits: 304.23 in. aft of datum (28.0 % MAC) at 16,300 lb. or less.

** See NOTE 31

Empty Wt. C.G. Range

None

Datum

94.0 in. forward of the front face of the forward pressure bulkhead.

MAC

80.98 in. (L.E. of MAC at Sta. +281.56)

NOTE: This is reference MAC for basic wing without leading edge cuff and tip

Leveling Means

Seat Rails

Maximum Weight

<table>
<thead>
<tr>
<th>Condition</th>
<th>S/N 560-0001 Through 560-0259</th>
<th>S/N 560-0260 ** Through 560-0538</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
<td>15,900 lb.</td>
<td>16,300 lb.</td>
</tr>
<tr>
<td>Landing</td>
<td>15,200 lb.</td>
<td>15,200 lb.</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>11,200 lb.*</td>
<td>12,200 lb.</td>
</tr>
<tr>
<td>Ramp</td>
<td>16,100 lb.</td>
<td>16,500 lb.</td>
</tr>
</tbody>
</table>

*See NOTE 7 for optional zero fuel weight
** See NOTE 31
V. **Model 560** (cont’d)

Minimum Crew  For all flights: 2 persons (pilot and co-pilot)

No. of Seats  Up to 13 (2 Pilots, up to 11 Passengers)

Maximum Baggage  Nose Compartment S/N 560-0001 through 560-0259: 350 lb. (at Sta. + 74.0)
Nose Compartment S/N 560-0260 through 560-0538: 310 lb. (at Sta. + 74.0)
Aft Cabin: 600 lb. (at Sta. + 348.0)
Tailcone: 300 lb. (at Sta. + 434.0)

Fuel Capacity (Gal.)  Two wing tanks: Total 431.9 each; usable 430.5 each
ARM = 302.7 in.

See NOTE 1 for data on unusable fuel

Oil Capacity (Quarts)  S/N 560-0001 through 560-0259:
Two engine-mounted tanks: Total 8.1 each; usable 4.8 each
ARM = +387.0 in.

S/N 560-0260 through 560-0538:
Two engine mounted tanks: Total 8.4 each; usable 4.7 each
ARM: +387.0 in.

Windshield Anti-Ice Capacity: 3.4 lb., ARM = +91.4 in.
Approved Anti-Ice Fluids: TT-I-735 Isopropyl alcohol

Maximum Operating Altitude  45,000 ft.

Control Surface Movements  Elevator  Up 22° +1/2°, -1°, Down 15° ±1°
Elevator trim tab  Up 4-1/2° +1°, -0°, Down 16° +1/2°, -0°
Rudder  Right 22° +1°, -0°, Left 22° +1°, -0°
Rudder trim tab  Right 10° ±1°, Left 10° ±1°
Aileron  Up 19° ±1°, Down 15° ±1°
Aileron trim tab  Up 20° ±1°, Down 20° ±1°
Wing flap  Speed brake  Upper 0° to 58° +2°, -0°

See Airplane Maintenance Manual for rigging instructions

**Certification Basis - Citation V (S/N 560-0001 through 560-0259)**

(1) Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25-1 through 25-17;

(a) Additions:

(b) Additions for the Honeywell (Sperry) EDZ-603 and EDZ-605 Electronic Flight Instrument Systems only:
FAR §§ 25.1301, 25.1303(b), 25.1322 as amended by Amendments 25-1 through 25-38; §§ 25.1309, 25.1321(a), (b), (d), and (e), 25.1331, 25.1333, and 25.1335 as amended by Amendments 25-1 through 25-41.
V. **Model 560**  

**Certification Basis - Citation V (S/N 560-0001 through 560-0259)** (cont’d)

1. **FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-15.**
2. **SFAR 27, as amended by Amendments 27-1 and 27-6, fuel venting.**
3. **Special Conditions as follows:**
   (a) **25-25-CE-4, additional requirements for systems, airframe, flight and propulsion.** See NOTE 28.
   (b) **25-ANM-21, additional requirements for High Altitude Operation (45,000 feet).** See NOTE 26.
4. **Equivalent levels of safety as follows:**
   (a) **FAR § 25.807(d), Emergency exits ditching;**
   (b) **FAR § 25.1199(b) and (c), Fire Bottle Pressure Relief Valve;**
   (c) **FAR § 25.815, Passenger Cabin Aisle Width;**
   (d) **FAR § 25.1305(r), Use of N₁ for Power Presentation;**
   (e) **FAR § 25.773(b)(2), Use of clear vision area of windshield;**
   (f) **FAR § 25.1549(a) and (b), N₂ Digital Indicator Markings.**
   (g) **FAR § 25.813(e), Frangible door.**

6. **FAR § 25.801 ditching not complied with.**
7. **Compliance with ice protection has been demonstrated in accordance with FAR § 25.1419.**

**Certification Basis - Citation Ultra (S/N 560-0260 through 560-0538)**

1. **Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25-1 through 25-17:**
   (a) **Additions:**
   (b) **Additions for the Honeywell Primus 1000 Electronic Flight Instrument Systems only:**
      FAR §§ 25.1301, 25.1303(b), 25.1322 as amended by Amendments 25-1 through 25-38; §§ 25.1309, 25.1321(a), (b), (d), and (e), 25.1331, 25.1333, and 25.1335 as amended by Amendments 25-1 through 25-41.

2. **FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-15.**
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) **25-25-CE-4, additional requirements for systems, airframe, flight and propulsion.** See note 28.
   (b) **25-ANM-21, additional requirements for High Altitude Operation (45,000 feet).** See note 26.
   (c) **25-ANM-79, additional requirements for Lighting and High Intensity Radiated Fields (HIRF).**
5. **Equivalent levels of safety as follows:**
   (a) **FAR § 25.807(d), Emergency exits ditching;**
   (b) **FAR § 25.1199(b) and (c), Fire Bottle Pressure Relief Valve;**
   (c) **FAR § 25.815, Passenger Cabin Aisle Width;**
   (d) **FAR § 25.1305(r), Use of N₁ for Power Presentation;**
   (e) **FAR § 25.773(b)(2), Use of clear vision area of windshield;**
   (f) **FAR § 25.1549(a) and (b), N₂ Digital Indicator Markings.**
   (g) **FAR § 25.813(e), Frangible door.**
V. **Model 560** (cont’d)

**Certification Basis - Citation Ultra (S/N 560-0260 through 560-0538)** (cont’d):

(6) FAR § 25.801 ditching not complied with.

(7) Compliance with ice protection has been demonstrated in accordance with FAR § 25.1419.

Serial Nos. Eligible: 560-0001 through 560-0259 (Citation V)  
560-0260 through 560-0538 (Citation Ultra)

VI. **Model 550, (Bravo), (Transport Category), Approved January 8, 1997**

The Model 550 Bravo is defined by Cessna Airplane Assembly Drawing Number 6500000.

**Engines**
Two Pratt & Whitney of Canada, Inc.  
PW530A Turbofans

**Fuel**

**Engine Limits**
Static thrust, standard day, sea level:
- Takeoff (5 min.) 2887 lb.
- Max. continuous 2843 lb.

Max. permissible engine rotor operating speeds:
- $N_1$ (Fan) PW530A 100 percent 15,750 r.p.m.
- $N_2$ (Gas Gen.) 100 percent 32,150 r.p.m.

Max. permissible interturbine gas temperatures:
- Takeoff 700° C.
- Max. continuous 700° C.
- Starting 690° C.
- Transient (20 seconds) 740° C.

**Airspeed Limits**
$V_{MO}$ (Maximum operating)
- Sea level to 8,000 ft. 260 KCAS (260 KIAS)
- 8,000 ft. to 27,900 ft. 275 KCAS (275 KIAS)

$M_{MO}$ Above 27,900 ft. 0.70 Mach (0.70 MIAS)

$V_A$ (Sea level)
- 14,800 lb. 190 KCAS (190 KIAS)
- See AFM for variations with weight, altitude and optional configurations.

$V_B$ (Speed for max. gust intensity) 210 KCAS (210 KIAS)

$V_{BE}$ (Flaps extended)
- 40° (Landing) 174 KCAS (174 KIAS)
- 15° (Takeoff and Approach) 200 KCAS (200 KIAS)

$V_{MCA}$ (Minimum control speed) Air 79 KCAS (78 KIAS)

$V_{MCG}$ (Minimum control speed) Ground 92 KCAS (89 KIAS)

$V_{LO}$ (Landing gear operating extend) 250 KCAS (250 KIAS)

$V_{LQ}$ (Landing gear operating retract) 200 KCAS (200 KIAS)

$V_{LE}$ (Landing gear extended) 260 KCAS (260 KIAS)

$V_{SB}$ (Speed brakes extend or retract) Any speed with or without flaps

**Tire Limit**
Maximum ground speed 165 knots
VI. **Model 550** (cont’d)

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

Forward Limits: Linear variation from 280.97 in. aft of datum (23.99% MAC) at 14,800 lb. to 276.57 in. aft of datum (18.54% MAC) at 9,147 lb.

Aft Limits: 285.8 in. aft of datum (30.0% MAC) from 14,800 lb. through 8,670 lbs.

Empty Wt. C.G. Range None

Datum Zero reference datum is 93.7 inches forward of the nose jack point.

MAC 80.98 in. (Leading edge of MAC 261.56 in. aft of datum)

Leveling Means Lower seat rail RBL 9.0 in. starting at 206.0 in aft of datum.

**Maximum Weight**

- Takeoff 14,800 lb.
- Landing 13,500 lb.
- Zero fuel 11,300 lb.
- Ramp 15,000 lb.

**Minimum Weight**

- In-flight Forward C.G. Limit: 9,147 lb. Aft C.G. Limit: 8,670 lb.

Note: Linear variation between forward and aft limits.

Minimum Crew For all flights: 2 persons (pilot and co-pilot)

No. of Seats Up to 13 (2 pilots, up to 11 Passengers)

**Maximum Baggage**

- Nose compartment (w/ std equip.) 350 lb. at Sta. + 74.0
- Aft cabin 600 lb. at Sta. + 321.0
- Tailcone 300 lb. at Sta. + 414.0 and 200 lb. at Sta. + 442.0

**Fuel Capacity (Gal.)**

Two wing tanks: Total 363.5 each; usable 360 each

ARM 287.0 in.

See NOTE 1 for data on unusable fuel

**Oil Capacity (Quarts)**

Two engine mounted tanks: Total 5.0 each; usable 1.9 each

ARM 366.85 in

**Maximum Operating Altitude**

43,000 ft. (S/N 550-0801 through 550-0820)

(S/N 550-0822 through 550-0823)

45,000 ft. (S/N 550-0821, 550-0824 and on)

See NOTE 25 for S/N 550-0801 through 550-0820 & 550-0822 through 550-0823

**Control Surface Movements**

- Elevator Up 20° +1° Down 15° +1°
- Elevator trim tab Up 7° +1°, -1° Down 8° +1°, -1°
- Rudder Right 22° +1° Left 22° +1°
- Rudder trim tab Right 10° +1° Left 10° +1°
- Aileron Up 19° +1° Down 15° +1°
- Aileron trim tab Up 20° +1° Down 20° +1°
- Wing flap Down 0° to 40° +1°
- Speed brake - Upper Up 0° to 58° +2°

See Airplane Maintenance Manual for rigging instructions
VI. **Model 550** (cont’d)

**Certification Basis (S/N 550-0801 and on)**

1. Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25-1 through 25-17;

   (a) Additions:

   (b) Additions for the Electronic Flight Instrument Systems only:
   FAR §§ 25.1301, and 25.1303(b) as amended by Amendments 25-1 through 25-38; §§ 25.1309, 25.1321(a), (b), (d), and (e), 25.1331, 25.1333, and 25.1335 as amended by Amendments 25-1 through 25-41.

   (c) Additions for airplanes approved for High Altitude Operation (45,000 feet) only:
   1. FAR §§ 25.571(b)(5) and 25.1529 as amended by Amendments 25-1 through 25-82. Compliance with the requirements of § 25.571(b)(5) is limited to the fuselage. The inspection intervals for compliance with § 25.1529 are to address a crack growth propagating for a period encompassing four normal inspection intervals. See Note 26.


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


4. Special Conditions as follows:
   (a) 25-ANM-120, additional requirements for High Intensity Radiated Fields (HIRF).

5. Equivalent levels of safety as follows:
   (a) FAR § 25.807(d), Emergency exits ditching;
   (b) FAR § 25.815, Passenger Cabin Aisle Width;
   (c) FAR § 25.773(b)(2), Use of clear vision area of windshield;
   (d) FAR § 25.1549(a) and (b), N2 Digital Indicator Markings.
   (e) FAR § 25.813(c) Frangible door.

6. FAR § 25.801 ditching not complied with.

7. Compliance with ice protection has been demonstrated in accordance with FAR § 25.1419.

Serial Nos. Eligible: 550-0801 and on

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 through 560-6000 (XLS)
Serial Nos. Eligible: 560-6001 and on (XLS+)

Engines

**S/N 560-5001 through 560-5500**
Two Pratt & Whitney of Canada, Inc. PW545A Turbofans

**S/N 560-5501 through 560-6000**
Two Pratt & Whitney of Canada, Inc. PW545B Turbofans

**S/N 560-6001 and on**
Two Pratt & Whitney of Canada, Inc. PW545C Turbofans

Fuel

**560-5001 through 560-5500**

**560-5501 through 560-6000**

**560-6001 and on**

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):
- \( N_1 \) (Fan) 100 percent 13,034 r.p.m.
- \( N_2 \) (Gas Gen.) 100 percent 32,700 r.p.m. (S/N 560-5002 only)
- \( N_2 \) (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 through 560-6000**
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):
- \( N_1 \) (Fan) 100 percent 13,034 r.p.m.
- \( N_2 \) (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.
VII. **Model 560XL** (cont’d)

**Engine Limits (cont’d)**

<table>
<thead>
<tr>
<th>S/N 560-6001 and on PW545C Turbofans</th>
</tr>
</thead>
<tbody>
<tr>
<td>Static thrust standard day, sea level:</td>
</tr>
<tr>
<td>Takeoff (5 min.)</td>
</tr>
<tr>
<td>Max. continuous</td>
</tr>
</tbody>
</table>

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

- N₁ (Fan) 100 percent 13,034 r.p.m.
- 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.

**Airspeed Limits**

- V<sub>MO</sub> (Maximum operating) 261 KCAS (260 KIAS)
- 8,000 ft. to 26,515 ft. 306 KCAS (305 KIAS)
- M<sub>MO</sub> Above 26,515 ft. 0.752 Mach (0.750 MIAS)
- V<sub>A</sub> (Sea level) 20,000 lb. 196 KCAS (195 KIAS)
- See AFM for variations with weight and altitude and optional configurations.
- V<sub>B</sub> (Speed for max. gust intensity) 211 KCAS (210 KIAS)
- V<sub>FR</sub> (Flaps extended) 175 KCAS (174 KIAS)
- 35° (Landing) 201 KCAS (200 KIAS)
- 15° (Takeoff and approach) 201 KCAS (200 KIAS)
- 7° (Takeoff and approach) 201 KCAS (200 KIAS)
- V<sub>MCA</sub> Air (Takeoff) [Min control speed] 90 KCAS (90 KIAS)
- V<sub>MCL</sub> Air (Landing) [Min control speed] 92 KCAS (92 KIAS)
- V<sub>MCG</sub> (Minimum control speed) Ground 98 KCAS (98 KIAS)
- V<sub>LO</sub> (Landing gear operating extend) 251 KCAS (250 KIAS)

**Tire Limit**

- Maximum ground speed 165 knots

*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 318.92 in. aft of datum (15.00 % MAC) at 11,500 lb.

Aft Limits: 331.26 in. aft of datum (30.0% MAC) from 15,000 lb. through 11,500 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.

*See Note 32.*

**C.G. Range** (Landing Gear Extended) **S/N 560-5501 through 560-6000**

Forward Limits: Linear variation from 324.29 in. aft of datum (21.52% MAC) at 20,400 lb. to 318.92 in. aft of datum (15.00 % MAC) at 11,500 lb.

Aft Limits: 331.26 in. aft of datum (30.0% MAC) from 15,000 lb. through 11,500 lb.

Linear variation from 331.26 in. aft of datum (30.00% MAC) at 15,000 lb. to 330.74 in. aft of datum (29.37% MAC) at 17,800 lb.

330.74 in. aft of datum (29.37% MAC) from 17,800 lb. through 20,400 lb.
VII. **Model 560XL** (cont’d)

<table>
<thead>
<tr>
<th>C.G. Range</th>
<th>S/N 560-6001 and on</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Landing Gear Extended)</td>
<td>S/N 560-5501 through 560-5500</td>
</tr>
<tr>
<td></td>
<td>S/N 560-6001 and on</td>
</tr>
<tr>
<td>Forward Limits:</td>
<td>*S/N 560-5001 through 560-5500</td>
</tr>
<tr>
<td></td>
<td>* See NOTE 32.</td>
</tr>
<tr>
<td></td>
<td>S/N 560-5501 through 560-6000</td>
</tr>
<tr>
<td>Empty Wt. C.G. Range</td>
<td>None</td>
</tr>
<tr>
<td>Datum</td>
<td>Zero reference datum is 221.0 inches forward of the leveling screw just aft of the cabin door on W.L. 127.25.</td>
</tr>
<tr>
<td>MAC</td>
<td>82.231 in. (Leading edge of MAC 306.593 in. aft of datum)</td>
</tr>
<tr>
<td>NOTE: This is reference MAC for basic wing without tip.</td>
<td></td>
</tr>
<tr>
<td>Leveling Means</td>
<td>Outboard floor panel inside of door parallel to B.L. 13.00.</td>
</tr>
</tbody>
</table>

### Maximum Weight

<table>
<thead>
<tr>
<th>*S/N 560-5001 through 560-5500</th>
<th>*S/N 560-5501 through 560-6000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
<td>20,000 lb.</td>
</tr>
<tr>
<td>Landing</td>
<td>18,700 lb.</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>15,000 lb.</td>
</tr>
<tr>
<td>Ramp</td>
<td>20,200 lb.</td>
</tr>
</tbody>
</table>

### Minimum Weight

<table>
<thead>
<tr>
<th>*S/N 560-5001 through 560-5500</th>
<th>*S/N 560-5501 through 560-6000</th>
</tr>
</thead>
<tbody>
<tr>
<td>In-flight</td>
<td>12,400 lb.</td>
</tr>
</tbody>
</table>

### Maximum Weight

<table>
<thead>
<tr>
<th>*S/N 560-6001 and on</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
</tr>
<tr>
<td>Landing</td>
</tr>
<tr>
<td>Zero fuel</td>
</tr>
<tr>
<td>Ramp</td>
</tr>
</tbody>
</table>

### Minimum Weight

<table>
<thead>
<tr>
<th>*S/N 560-6001 and on</th>
</tr>
</thead>
<tbody>
<tr>
<td>In-flight</td>
</tr>
</tbody>
</table>

### Minimum Crew

For all flights: 2 persons (pilot and co-pilot)

### No. of Seats

2 to 14 (2 crew, 0 to 12 passengers) (See NOTE 29)

### Maximum Baggage

Tailcone: 700 lb. at 431.0 in. aft of datum

### Fuel Capacity (Gal.)

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.

### Oil Capacity (Quarts)

Two engine mounted tanks: Total 7.5 each; usable 0.6 each
ARM 433.9 in. aft of datum

### Maximum Operating Altitude

45,000 ft.
VII. Model 560XL (cont’d)

Control Surface Elevator (with stabilizer at +1°) Up 19° ± 1°, Down 15° ± 1°
Elevator trim tab (with stabilizer at +1°) Up 5° ± 1°, Down 15° ± 1°
Rudder (perpendicular to hinge) Right 22° ± 1°, -0° Left 22° ± 1°, -0°

For Aircraft with rudder bias system installed
Rudder (perpendicular to hinge) Right 28° ± 0.5°, -0° Left 28.5° ± 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.

Certification Basis Excel and XLS

(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:

(b) Exceptions (as shown in table):

<table>
<thead>
<tr>
<th>SECTION NO.</th>
<th>TITLE</th>
<th>EFFECTIVE AMENDMENT</th>
<th>EXCEPTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>25.562</td>
<td>Emergency landing dynamic conditions.</td>
<td>25-82 Applicable</td>
<td>§§ 25.562(c)(5) and (c)(6)</td>
</tr>
<tr>
<td>25.571</td>
<td>Damage-tolerance and fatigue evaluation of structure.</td>
<td>25-82 Applicable</td>
<td>§ 25.571(c)(1)</td>
</tr>
<tr>
<td>25.631</td>
<td>Bird strike damage.</td>
<td>None, this section is not part of cert. basis.</td>
<td>§ 25.631 not applicable</td>
</tr>
<tr>
<td>25.671</td>
<td>Control Systems – General.</td>
<td>25-82 Original Issue Applicable (25-1 through 25-17)</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>• Applicable to the 2-position horizontal stabilizer.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• All other airplane control systems.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25.677</td>
<td>Trim Systems.</td>
<td>25-82 Original Issue Applicable (25-1 through 25-17)</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>• Applicable to the 2-position horizontal stabilizer.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• All other airplane trim systems, including the elevator trim.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25.1309</td>
<td>Equipment, systems, and installations.</td>
<td>25-82 Original Issue Applicable (25-1 through 25-17)</td>
<td>§ 25.1309 as amended by Amdts. 25-23 and later, not applicable.</td>
</tr>
<tr>
<td></td>
<td>• Applicable to Electronic Flight Instrument systems (Honeywell Primus 1000 Cockpit Display), Flight Guidance, hydraulic, electrical, pressurization system, and 2-position horizontal stabilizer only.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• All other airplane systems.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
VII. Model 560XL (cont’d)

Certification Basis, Excel and XLS (cont’d)

(2) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-28.

(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

(b) 25-ANM-21, High Altitude Operation (45,000 feet). See NOTE 26.

(5) Exemption:

(a) Exemption number 6706 granted. Model 560XL exempt from requirements of FAR § 25.677 (b) for horizontal stabilizer position indicator.

(b) Exemption 8621 granted. Model 560XL exempt from requirements of FAR § 25.813 (e) for installation of interior doors between passenger compartments.

(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 29)
(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);
(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.
(i) ELOS #SP2095WI-T-AG-8, dated August 23, 2002, FAR §25.815, Passenger Cabin Aisle Width

(7) FAR § 25.801 ditching not complied with.

(8) Compliance with ice protection has been demonstrated in accordance with FAR § 25.1419.

Certification Basis XLS+

(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:


VII. **Model 560XL** (cont’d)

Certification Basis XLS+ (cont’d)

(b) Exceptions (as shown in table):

<table>
<thead>
<tr>
<th>SECTION NO.</th>
<th>TITLE</th>
<th>EFFECTIVE AMENDMENT</th>
<th>EXCEPTIONS [Not Part of Cert. Basis]</th>
</tr>
</thead>
<tbody>
<tr>
<td>25.562</td>
<td>Emergency landing dynamic conditions.</td>
<td>25-82 Applicable</td>
<td>§§ 25.562(c)(5) and (c)(6)</td>
</tr>
<tr>
<td>25.571</td>
<td>Damage-tolerance and fatigue evaluation of structure.</td>
<td>25-82 Applicable</td>
<td>§ 25.571(e)(1)</td>
</tr>
<tr>
<td>25.631</td>
<td>Bird strike damage.</td>
<td>None</td>
<td>§ 25.631 not applicable</td>
</tr>
<tr>
<td></td>
<td>• Applicable to the 2-position horizontal stabilizer.</td>
<td>25-82 Original Issue</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>• All other airplane control systems.</td>
<td>Applicable (25-1 through 25-17)</td>
<td>§ 25.671 as amended by Amdts. 25-23 and later, not applicable</td>
</tr>
<tr>
<td>25.677</td>
<td>Trim Systems.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Applicable to the 2-position horizontal stabilizer.</td>
<td>25-82 Original Issue</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>• All other airplane trim systems, including the elevator trim.</td>
<td>Applicable (25-1 through 25-17)</td>
<td>§ 25.677 as amended by Amdts. 25-23 and later, not applicable</td>
</tr>
<tr>
<td>25.1309</td>
<td>Equipment, systems, and installations.</td>
<td>25-82 Original Issue</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>• Applicable to Electronic Flight Instrument systems (Rockwell Collins ProLine 21), Flight Guidance, hydraulic, electrical, pressurization system, and 2-position horizontal stabilizer only.</td>
<td>Applicable (25-1 through 25-17)</td>
<td>§ 25.1309 as amended by Amdts. 25-23 and later, not applicable</td>
</tr>
<tr>
<td></td>
<td>• All other airplane systems.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• FADEC Installation</td>
<td>25-117</td>
<td></td>
</tr>
</tbody>
</table>

(2) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-28.

(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

(b) 25-ANM-21, High Altitude Operation (45,000 feet). See NOTE 26.

(5) Exemption:

(a) Exemption number 6706 granted. Model 560XL exempt from requirements of FAR § 25.677(b) for horizontal stabilizer position indicator.

(b) Exemption 8621 granted. Model 560XL exempt from requirements of FAR § 25.813 (e) for installation of interior doors between passenger compartments.
VII. Model 560XL (cont’d)

Certification Basis XLS+ (cont’d)

(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 29)
   (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);
   (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.
   (i) ELOS #SP2095WI-T-AG-8, dated August 23, 2002, FAR §25.815, Passenger Cabin Aisle Width
   (k) ELOS #AT4531WI-T-P-1, dated March 20, 2008, §§21.21(b)(1), 25.1549, Use of Numeric Digital Only Display for Engine High-Pressure Turbine Speed (N2) and Engine Fuel Flow (Wf), and Standby N1, N2, and ITT.
   (l) ELOS #AT4531WI-T-SE-2, dated May 30, 2008, §§25.1397(c), 25.1401(d), Exterior Lighting Chromaticity Requirements

(7) FAR § 25.801 ditching not complied with.

(8) Compliance with ice protection has been demonstrated in accordance with FAR § 25.1419.

VIII. Model 560, (Encore) (Transport Category), Approved April 26, 2000

The Model 560 Encore is defined by Cessna Airplane Assembly Drawing Number 6500560.

<table>
<thead>
<tr>
<th>Engines</th>
<th>Two Pratt &amp; Whitney of Canada, Inc. PW535A turbofans</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Limits</td>
<td>Static thrust, standard day, sea level:</td>
</tr>
<tr>
<td></td>
<td>Takeoff (5 min., Normal All Engines Operating) 3,400 lbs.</td>
</tr>
<tr>
<td></td>
<td>Takeoff (10 min., One Engine Inoperative) 3,400 lbs.</td>
</tr>
<tr>
<td></td>
<td>Maximum continuous 3,400 lbs.</td>
</tr>
</tbody>
</table>

Max. permissible engine rotor operating speeds:

- N₁ (Fan) 100% 15,850 rpm
- N₂ (Gas Gen.) 100% 33,970 rpm

Max. permissible interturbine gas temperatures:

- Takeoff 700°C C
- Max. continuous 700°C C
- Starting 740°C C
- Transient (20 seconds) 740°C C
### VIII. Model 560  (cont’d)

**Airspeed Limits**

<table>
<thead>
<tr>
<th>Condition</th>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea level to 8,000 ft.</td>
<td>260 KCAS (262 KIAS)</td>
</tr>
<tr>
<td>8,000 ft. to 28,907 ft.</td>
<td>290 KCAS (292 KIAS)</td>
</tr>
<tr>
<td>$M_{MO}$ Above 28,907 ft.</td>
<td>0.75 Mach (0.755 MAIS)</td>
</tr>
</tbody>
</table>

**$V_A$ (Sea level)**

<table>
<thead>
<tr>
<th>Angle of Flaps</th>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>16,630 lb.</td>
<td>193 KCAS (194 KIAS)</td>
</tr>
</tbody>
</table>

See AFM for variations with weight and altitude

**$V_{FE}$ (Flaps extended)**

<table>
<thead>
<tr>
<th>Angle of Flaps</th>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>35° (Landing)</td>
<td>173 KCAS (173 KIAS)</td>
</tr>
<tr>
<td>15° (Takeoff and approach)</td>
<td>199 KCAS (200 KIAS)</td>
</tr>
<tr>
<td>7° (Takeoff)</td>
<td>199 KCAS (200 KIAS)</td>
</tr>
</tbody>
</table>

**$V_{MCA}$ (Minimum control speed Air)**

<table>
<thead>
<tr>
<th>Angle of Flaps</th>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>84 KCAS (86 KIAS)</td>
<td></td>
</tr>
</tbody>
</table>

**$V_{MCG}$ (Minimum control speed Ground)**

<table>
<thead>
<tr>
<th>Angle of Flaps</th>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>15° (Takeoff)</td>
<td>95 KCAS (92 KIAS)</td>
</tr>
<tr>
<td>7° (Takeoff)</td>
<td>99 KCAS (96 KIAS)</td>
</tr>
</tbody>
</table>

**$V_{LO}$ (Landing gear operating extend)**

<table>
<thead>
<tr>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>249 KCAS (250 KIAS)</td>
</tr>
</tbody>
</table>

**$V_{LO}$ (Landing gear operating retract)**

<table>
<thead>
<tr>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>199 KCAS (200 KIAS)</td>
</tr>
</tbody>
</table>

**$V_{LE}$ (Landing gear extended)**

<table>
<thead>
<tr>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>249 KCAS (250 KIAS)</td>
</tr>
</tbody>
</table>

**$V_{LSB}$ (Speed brakes extended)**

<table>
<thead>
<tr>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any speed with or without flaps</td>
</tr>
</tbody>
</table>

**Tire Limit**

| Maximum ground speed | 165 knots |

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

**Forward Limits:** Linear variation from 299.29 in. aft of datum (21.89% MAC) at 16,830 lb. to 296.14 in. aft of datum (18.0% MAC) at 12,400 lb.; 296.14 in. aft of datum (18.0% MAC) at 12,400 lb. or less.

**Aft Limits:** 304.23 in. aft of datum (28.0 % MAC) at 16,830 lb. or less.

* See NOTE 33

**Empty Wt. C.G. Range**

| Range | None |

**Datum**

| Range | 94.0 in. forward of the front face of the forward pressure bulkhead. |

**MAC**

| Range | 80.98 in. (L.E. of MAC at Sta. +281.56) |

NOTE: This is reference MAC for basic wing without leading edge cuff and tip

**Leveling Means**

| Means | Crew Seat Rails (Lateral level); Cabin Door Step Hinge Brackets (Longitudinal level) |

**Maximum Weight**

<table>
<thead>
<tr>
<th>Weight</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>16,630 lb.</td>
<td>Takeoff</td>
</tr>
<tr>
<td>15,200 lb.</td>
<td>Landing</td>
</tr>
<tr>
<td>12,600 lb.</td>
<td>Zero fuel</td>
</tr>
<tr>
<td>16,830 lb.</td>
<td>Ramp</td>
</tr>
</tbody>
</table>

* See NOTE 33

**Minimum Crew**

For all flights: 2 persons (pilot and co-pilot)

**No. of Seats**

| Number | Up to 13 (2 Pilots, up to 11 Passengers) |

**Maximum Baggage**

<table>
<thead>
<tr>
<th>Compartment</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nose Compartment</td>
<td>310 lb. (at Sta. + 74.0)</td>
</tr>
<tr>
<td>Aft Cabin</td>
<td>600 lb. (at Sta. +348.0)</td>
</tr>
<tr>
<td>Tailcone</td>
<td>300 lb. (at Sta. +434.0) and 200 lb. (at Sta. +462.0)</td>
</tr>
</tbody>
</table>

**Fuel Capacity (Gal.**

<table>
<thead>
<tr>
<th>Capacity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two wing tanks:</td>
<td>Total 406.4 each; usable 403 each</td>
</tr>
<tr>
<td>ARM:</td>
<td>+303.5 in.</td>
</tr>
</tbody>
</table>

See NOTE 1 for data on unusable fuel
VIII. **Model 560** (cont’d)

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Capacity (Quarts)</td>
<td>Two engine mounted tanks: Total 8.6 each; usable 0.6 each</td>
</tr>
<tr>
<td></td>
<td>ARM: +387.0 in.</td>
</tr>
<tr>
<td>Windshield Anti-Ice</td>
<td>Capacity: 2.0 quarts</td>
</tr>
<tr>
<td></td>
<td>ARM: +91.5 in.</td>
</tr>
<tr>
<td>Fluid</td>
<td>Approved Anti-Ice Fluids: TT-I-735 Isopropyl alcohol</td>
</tr>
<tr>
<td>Maximum Operating Altitude</td>
<td>45,000 ft.</td>
</tr>
</tbody>
</table>

**Control Surfaces Movements**

- Elevator
  - Up: 18° ±1°, -1°
  - Down: 15° ±1°

- Elevator trim tab
  - Up: 4½° ±0°, -1°
  - Down: 11° ±½°, 0°

- Rudder
  - Right: 22° ±1°, -0°
  - Left: 22° ±1°, -0°

- Rudder trim tab
  - Right: 10° ±1°
  - Left: 10° ±1°

- Aileron
  - Up: 19° ±1°
  - Down: 15° ±1°

- Aileron trim tab
  - Up: 20° ±1°
  - Down: 20° ±1°

- Wing flap
  - Down: 0° to 35° ±1°

- Speed brake
  - Upper: 0° to 58° ±2°, -0°

See Airplane Maintenance Manual for rigging instructions.

**Certification Basis**

1. Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25-1 through 25-17, and the following:

   (a) Additions:

   (b) Additions for the Honeywell Primus 1000 Electronic Flight Instrument Systems only:
   - FAR §§ 25.1301, 25.1303(b), 25.1322 as amended by Amendments 25-1 through 25-38; §§ 25.1309, 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 limited ONLY to:
   - Pressurization System; Digital Controller and Outflow System;
   - Anti-skid System; Individual Wheel Digital Anti-skid Controller;
   - Anti-ice System; Electronic Tail Boot Control and Monitoring and Outboard Wing Leading Edge Bleed Air Control and Fault Annunciation.
   - Integrated Warning, Caution, and Advisory Annunciation System limited to the Internal Control Logic and Display Functions Only.

   FAR § 25.1309 as amended by Amendments 25-1 through 25-91.
VIII. Model 560 (cont’d)

Certification Basis (cont’d)

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

(3) FAR Part 34 effective September 10, 1990, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes, as amended by Amendments 34-1 through 34-3.

(4) Special Conditions as follows:
   (a) 25-ANM-21, additional requirements for High Altitude Operation (45,000 feet).
   (b) 25-ANM-79, additional requirements for High Intensity Radiated Fields (HIRF) only.
   (c) 25-25-CE-4, additional requirements for Turbine engine powerplant installation [Paragraphs 3, Inflight restart capability; 6, Turbine engine powerplant installation; and 7, Engine ignition system only].

(5) Equivalent levels of safety as follows:
   (a) FAR § 25.815, Passenger Cabin Aisle Width;
   (b) FAR § 25.773(b)(2), Use of clear vision area of windshield;
   (c) FAR § 25.1549(a) and (b), N₂ Digital Indicator Markings;
   (d) FAR § 25.813(e), Frangible door;
   (e) FAR § 25.807(d), Emergency exits ditching.
   (f) FAR § 25.841 (b)(6), Cabin Pressurization – High Altitude Takeoff and Landing

(6) FAR § 25.801 ditching not complied with.

(7) Compliance with ice protection has been demonstrated in accordance with FAR § 25.1419.

Serial Nos. Eligible: 560-0539 through 560-0750.

IX. Model 560 (Encore+) (Transport Category) Approved December 14, 2006

The Model 560 Citation Encore+ is defined by Cessna Airplane Assembly Drawing Number 6500560.

Engines Two Pratt & Whitney of Canada, Inc. PW535B turbofans


Engine Limits Static thrust, standard day, sea level:
Takeoff (5 min., Normal All Engines Operating) 3,400 lbs.
Takeoff (10 min., One Engine Inoperative) 3,400 lbs.
Maximum continuous 3,400 lbs.

Max. permissible engine rotor operating speeds:
\[ N₁ (Fan) \] 100% 15,850 rpm
\[ N₂ (Gas Gen.) \] 100% 33,970 rpm

Max. permissible interturbine gas temperatures:
Takeoff 700° C
Max. continuous 700° C
Starting 740° C
Transient (20 seconds) 740° C

Airspeed Limits \[ V_{MO} \] (Maximum operating)
Sea level to 8,000 ft. 260 KCAS (262 KIAS)
8,000 ft. to 28,907 ft. 290 KCAS (292 KIAS)
\[ M_{MO} \] Above 28,907 ft. 0.75 Mach (0.755 MIAS)

\[ V_A \] (Sea level)
16,830 lb. 193 KCAS (194 KIAS)

See AFM for variations with weight and altitude
IX. **Model 560 (Encore+)** (cont’d)

Airspeed Limits (cont’d)

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>Angle</th>
<th>Airspeed</th>
</tr>
</thead>
<tbody>
<tr>
<td>VFE (Flaps extended)</td>
<td>35° (Landing)</td>
<td>173 KCAS (173 KIAS)</td>
</tr>
<tr>
<td></td>
<td>15° (Takeoff and approach)</td>
<td>199 KCAS (200 KIAS)</td>
</tr>
<tr>
<td></td>
<td>7° (Takeoff)</td>
<td>199 KCAS (200 KIAS)</td>
</tr>
<tr>
<td>VMCA (Minimum control speed Air)</td>
<td>84 KCAS (86 KIAS)</td>
<td></td>
</tr>
<tr>
<td>VMCG (Minimum control speed Ground)</td>
<td>15° (Takeoff)</td>
<td>95 KCAS (92 KIAS)</td>
</tr>
<tr>
<td></td>
<td>7° (Takeoff)</td>
<td>99 KCAS (96 KIAS)</td>
</tr>
<tr>
<td>VLO (Landing gear operating extend)</td>
<td>249 KCAS (250 KIAS)</td>
<td></td>
</tr>
<tr>
<td>VLO (Landing gear operating retract)</td>
<td>199 KCAS (200 KIAS)</td>
<td></td>
</tr>
<tr>
<td>VLE (Landing gear extended)</td>
<td>249 KCAS (250 KIAS)</td>
<td></td>
</tr>
<tr>
<td>VSB (Speed brakes extended)</td>
<td>Any speed with or without flaps</td>
<td></td>
</tr>
</tbody>
</table>

Tire Limit

| Maximum ground speed | 165 knots |

C.G. Range (Landing Gear Extended)

Forward Limits: Linear variation from 299.43 in. aft of datum (22.07% MAC) at 17,030 lb. to 296.14 in. aft of datum (18.0% MAC) at 12,400 lb.; 296.14 in. aft of datum (18.0% MAC) at 12,400 lb. or less.

Aft Limits: 304.23 in. aft of datum (28.0 % MAC) at 17,030 lb. or less.

Empty Wt. C.G. Range

| None |

Datum

94.0 in. forward of the front face of the forward pressure bulkhead.

MAC

80.98 in. (L.E. of MAC at Sta. +281.56)

NOTE: This is reference MAC for basic wing without leading edge cuff and tip

Leveling Means

Crew Seat Rails (Lateral level); Cabin Door Step Hinge Brackets (Longitudinal level)

Maximum Weight

| Takeoff | 16,830 lb. |
| Landing | 15,200 lb. |
| Zero fuel | 12,850 lb. |
| Ramp | 17,030 lb. |

Minimum Crew

For all flights: 2 persons (pilot and co-pilot)

No. of Seats

Up to 13 (2 Pilots, up to 11 Passengers)

Maximum Baggage

| Nose Compartment | 310 lb. (at Sta. +74.0) |
| Aft Cabin | 600 lb. (at Sta. +348.0) |
| Tailcone | 300 lb. (at Sta. +434.0) and 200 lb. (at Sta. +462.0) |

Fuel Capacity (Gal.)

Two wing tanks: Total 406.4 each; usable 403 each

ARM: +303.5 in.

See NOTE 1 for data on unusable fuel

Oil Capacity (Quarts)

Two engine mounted tanks: Total 8.6 each; usable 0.6 each

ARM: +387.0 in.

Windshield Anti-Ice

Capacity: 2.0 quarts

ARM: +91.5 in.

Fluid

Approved Anti-Ice Fluids: TT-I-735 Isopropyl alcohol

Maximum Operating Altitude

45,000 ft.
IX. **Model 560 (Encore+)** (cont’d)

| Control Surfaces | Elevator Up 18° +1°, -½° | Down 15° ±1° |
| Control Surfaces | Elevator trim tab Up 4½° ±0°, -½° | Down 11° ±½°, -0° |
| Rudder | Right 22° ±1°, -0° | Left 22° ±1°, -0° (perpendicular to hinge) |
| Rudder trim tab | Right 10° +1° | Left 10° ±1° (perpendicular to hinge) |
| Aileron | Up 19° ±1° | Down 15° ±1° |
| Aileron trim tab | Up 20° ±1° | Down 20° ±1° |
| Wing flap | Down 0° to 35° +1° |
| Speed brake | Upper 0° to 58° ±2°, -0° |

See Airplane Maintenance Manual for rigging instructions.

**Certification Basis**

(1) Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25-1 through 25-17, except for paragraphs applicable for engines and FADEC and the following:

(a) Additions:

(b) Additions for the Electronic Flight Instrument Systems only:
   - 14 CFR §§ 25.1301, 25.1303(b), 25.1322 as amended by Amendments 25-1 through 25-38; §§ 25.1309, 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 limited ONLY to:
   - (i) Pressurization System; Digital Controller and Outflow System;
   - (ii) Anti-skid System; Individual Wheel Digital Anti-skid Controller;
   - (iii) Anti-ice System; Electronic Tail Boot Control and Monitoring and Outboard Wing Leading Edge Bleed Air Control and Fault Annunciation.
   - (iv) Integrated Warning, Caution, and Advisory Annunciation System limited to the Internal Control Logic and Display Functions Only.


(d) Addition limited only to FADEC engine control system: §25.1309 as amended by Amendments 25-1 through 25-117

(2) 14 CFR Part 36 effective December 1, 1969, Noise Standards, as amended by Amendments 36-1 through 36-21.


(4) Special Conditions as follows:
   - (a) 25-ANM-21, additional requirements for High Altitude Operation (45,000 feet).
   - (b) 25-ANM-79, additional requirements for High Intensity Radiated Fields (HIRF) only.
   - (c) 25-25-CE-4, additional requirements for Turbine engine powerplant installation [Paragraphs 3, Inflight restart capability; 6, Turbine engine powerplant installation; and 7, Engine ignition system only].
IX. Model 560 (Encore+), (cont’d)

Certification Basis (cont’d)

(5) Equivalent levels of safety as follows:
   a. 14 CFR § 25.815, Passenger Cabin Aisle Width;
   b. 14 CFR § 25.773(b)(2), Use of clear vision area of windshield;
   c. ELOS Memo # AT4267WI-T-P-1, 14 CFR §25.1549(a) through (c) digital only displays N2, engine fuel flow (Wf), and Standby N1, N2, and ITT;
   d. 14 CFR § 25.813(e), Frangible door;
   e. 14 CFR § 25.807(d), Emergency exits ditching.
   f. 14 CFR § 25.841 (b)(6), Cabin Pressurization – High Altitude Takeoff and Landing Operation, through Amendment 25-87
   g. ELOS Memo #ST4383WI-T-SE-1, 14 CFR § 25 .1303(a)(9) and 25.1547 electronic standby direction indicator

(6) 14 CFR § 25.801 ditching not complied with.

(7) Compliance with ice protection has been demonstrated in accordance with 14 CFR § 25.1419.

Application for Type Certificate dated July 16, 1968.


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

Serial Nos. Eligible: 560-0751 through 560-0815 (Encore+)

Data Pertinent to all Models

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:

<table>
<thead>
<tr>
<th>Unusable fuel</th>
<th>96.0 lb. at +247.0 in. (500, S/N 500-0001 through 500-0040)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>200.5 lb. at +247.0 in. (500, S/N 500-0001 through 500-0040 incorporating SB500-28-10)</td>
</tr>
<tr>
<td></td>
<td>58.0 lb. at +247.0 in. (500, S/N 500-0041 through 500-0689)</td>
</tr>
<tr>
<td></td>
<td>138.4 lb. at +247.0 in. (500, S/N 500-0041 through 500-0689 incorporating SB500-28-10)</td>
</tr>
<tr>
<td></td>
<td>52.8 lb. at +298.4 in. (550, S/N 550-0001 through 550-0800)</td>
</tr>
<tr>
<td></td>
<td>47.2 lb. at +281.7 in. (550, S/N 550-0801 and on)</td>
</tr>
<tr>
<td></td>
<td>60.0 lb. at +285.5 in. (S550, S/N S550-0001 through S550-0160)</td>
</tr>
<tr>
<td></td>
<td>20.0 lb. at +288.0 in. (552)</td>
</tr>
<tr>
<td></td>
<td>20.0 lb. at +308.0 in. (560 Citation V and Ultra, S/N 560-0001 through 560-0538)</td>
</tr>
<tr>
<td></td>
<td>37.8 lb. at +335.6 in. (560XL, S/N 560-5001 and on)</td>
</tr>
<tr>
<td></td>
<td>48.1 lb. at +300.3 in. (560 Encore, S/N 560-0539 through 560-0750)</td>
</tr>
<tr>
<td></td>
<td>47.6 lb. at +300.1 in. (560 Encore+, S/N 560-0751 through 560-5000)</td>
</tr>
</tbody>
</table>
Data Pertinent to all Models (cont’d)

NOTE 1. (cont’d)

<table>
<thead>
<tr>
<th>Fluid Type</th>
<th>Weight</th>
<th>Model Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full oil</td>
<td></td>
<td></td>
</tr>
<tr>
<td>34.3 lb. at +322.0 in.</td>
<td>(500 with JT15D-1 engine)</td>
<td></td>
</tr>
<tr>
<td>33.1 lb. at +322.0 in.</td>
<td>(500 with JT15D-1A engine)</td>
<td></td>
</tr>
<tr>
<td>34.7 lb. at +367.0 in.</td>
<td>(550, S/N 550-0001 through 550-0800)</td>
<td></td>
</tr>
<tr>
<td>34.7 lb. at +367.0 in.</td>
<td>(S550)</td>
<td></td>
</tr>
<tr>
<td>31.2 lb. at +367.0 in.</td>
<td>(552)</td>
<td></td>
</tr>
<tr>
<td>31.3 lb. at +387.0 in.</td>
<td>(560 Citation V, S/N 560-0001 through 560-0259)</td>
<td></td>
</tr>
<tr>
<td>32.2 lb. at +387.0 in.</td>
<td>(560 Ultra, S/N 560-0260 through 560-0538)</td>
<td></td>
</tr>
<tr>
<td>19.3 lb. at +366.9 in.</td>
<td>(550 Bravo, 550-0801 and on)</td>
<td></td>
</tr>
<tr>
<td>23.7 lb. at +333.9 in.</td>
<td>(560XL S/N 560-5001 and on)</td>
<td></td>
</tr>
<tr>
<td>34.1 lb. at +387.0 in.</td>
<td>(S60 Encore and Encore+, S/N 560-0539 through 560-5000)</td>
<td></td>
</tr>
<tr>
<td>Hydraulic fluid</td>
<td></td>
<td></td>
</tr>
<tr>
<td>27.5 lb. at +284.0 in.</td>
<td>(500)</td>
<td></td>
</tr>
<tr>
<td>16.3 lb. at +341.8 in.</td>
<td>(550, S/N 550-0001 through 550-0733)</td>
<td></td>
</tr>
<tr>
<td>31.5 lb. at +300.3 in.</td>
<td>(S550 and 552)</td>
<td></td>
</tr>
<tr>
<td>31.5 lb. at +320.3 in.</td>
<td>(560 Citation V and Ultra, S/N 560-0001 through 560-0538)</td>
<td></td>
</tr>
<tr>
<td>17.8 lb. at +342.7 in.</td>
<td>(550, S/N 550-0801 and on)</td>
<td></td>
</tr>
<tr>
<td>34.2 lb. at +354.0 in.</td>
<td>(560XL S/N 560-5001 and on)</td>
<td></td>
</tr>
<tr>
<td>21.7 lb. at +284.0 in.</td>
<td>(560 Encore, S/N 560-0539 through 560-0750)</td>
<td></td>
</tr>
<tr>
<td>15.4 lb. at +228.02 in.</td>
<td>(560 Encore+, S/N 560-0571 through 560-5000)</td>
<td></td>
</tr>
<tr>
<td>Anti-Ice fluid</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Airframe)</td>
<td>15.2 lb. at +82.3 in.</td>
<td>(S550)</td>
</tr>
<tr>
<td></td>
<td>65.5 lb. at +86.3 in.</td>
<td>(552)</td>
</tr>
<tr>
<td>Anti-Ice fluid</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Windshield)</td>
<td>3.4 lb. at +91.4 in.</td>
<td>(500, 550, S550, 552, and 560 Citation V and Ultra S/N 560-0001 through 560-0538)</td>
</tr>
<tr>
<td></td>
<td>3.4 lb. at +91.5 in.</td>
<td>(560 Encore and Encore+, S/N 560-0539 through 560-5000)</td>
</tr>
</tbody>
</table>

NOTE 2.  Airplanes must be operated according to the FAA Approved Airplane Flight Manual (AFM). Required placards and markings are listed Chapter 11 of Maintenance Manual. AFMs and Maintenance Manuals are as follows:

<table>
<thead>
<tr>
<th>Model</th>
<th>AFM P/N (Or later approved revision)</th>
<th>Maintenance Manual P/N (Or later revision)</th>
</tr>
</thead>
<tbody>
<tr>
<td>500</td>
<td>500FM057</td>
<td>500MM030</td>
</tr>
<tr>
<td>550 (0002-0505)</td>
<td>55FM-41</td>
<td>55MM27</td>
</tr>
<tr>
<td>550 (0550-0626)</td>
<td>55FMA-02</td>
<td>55MM27</td>
</tr>
<tr>
<td>550 (0627-0733)</td>
<td>55FMB-05</td>
<td>55MM27</td>
</tr>
<tr>
<td>550 Bravo</td>
<td>55BFM-06</td>
<td>55BMM06</td>
</tr>
<tr>
<td>S550</td>
<td>S55FM-43</td>
<td>S55MM08</td>
</tr>
<tr>
<td>552</td>
<td>55FM08</td>
<td>552MMS01</td>
</tr>
<tr>
<td>560 Citation V</td>
<td>56FM-11</td>
<td>56MM11</td>
</tr>
<tr>
<td>560 Ultra</td>
<td>56FMA-08</td>
<td>56MM11</td>
</tr>
<tr>
<td>560XL (Excel)</td>
<td>56XFMA-03</td>
<td>56XMM06</td>
</tr>
<tr>
<td>560XL-(XLS)</td>
<td>56XFMA-00</td>
<td>56XMM19</td>
</tr>
<tr>
<td>560XL- (XLS+)</td>
<td>56XFMB-00</td>
<td>56XMM25</td>
</tr>
<tr>
<td>560 Encore</td>
<td>56FMB-01</td>
<td>56MM12</td>
</tr>
<tr>
<td>560 Encore+</td>
<td>56FMC-00</td>
<td>56MM22</td>
</tr>
</tbody>
</table>

NOTE 3. See Maintenance Manual, Chapter 4, "Airworthiness Limitations" for inspections, mandatory retirement life information, and other requirements for continued airworthiness.

NOTE 4. All Model 500, 550, 552, S550 and 560 replacement seats (crew and passenger), although they may comply with TSO C39, must also be demonstrated to comply with FAR 25.785. All Model 560XL replacement seats must comply with FAR § 25.562, Emergency landing dynamic conditions, as shown in the certification basis.
Data Pertinent to all Models (cont’d)

NOTE 5. Model 500 S/N 500-0001 through 500-0070 are eligible for the Maximum Weights and C.G. Range applicable to S/N 500-0071 and up when modified in accordance with Cessna Service Bulletin SB32-1.

Model 500 S/N 500-0001 through 500-0302 are eligible for Maximum Weights and C.G. Range applicable to S/N 500-0303 and up when modified in accordance with the following Cessna Service Bulletins:
- S/N 500-0001 through 500-0040, SB 30-1, SB32-1, SB32-23
- S/N 500-0041 through 500-0070, SB32-1, SB32-23
- S/N 500-0071 through 500-0302, SB32-23


NOTE 6. Airplanes in compliance with ECR EC00002 and ECR EC07682, Model 500 & 550, respectively, comply with French Certification requirements of the DIRECTION GENERALE DE L’AVIATION CIVILE of France. Such aircraft are identified by a prefix letter “F” at the beginning of the manufacturer's serial number. Examples: F500-XXXX(500) or F550-XXXX(550).

NOTE 7. Model 500 S/N 500-0001 through 500-0349 conforming to ECR 500-1048 or SB34-15 are eligible for 9,500 lb. zero fuel weight with $V_{MO}$ reduced to 275 KCAS from 14,000 ft. to 28,000 ft. Aircraft conforming to ECR EC01164 or SB34-23 are eligible for 10,500 lb. zero fuel weight with $V_{MO}$ reduced to 260 KCAS from 14,000 ft. to 30,500 ft.

Model 500 S/N 500-0350 and up conforming to ECR EC04139 or SB34-15 are eligible for 9,500 lb. zero fuel weight with $V_{MO}$ reduced to 260 KCAS from 14,000 ft. to 30,500 ft.

Model 550 S/N 550-0001 through 550-04574 or SB550-34-4 are eligible for 11,000 lb. zero fuel weight with $V_{MO}$ reduced to 260 KCAS from 14,000 ft. to 30,500 ft. Aircraft conforming to ECR EC0574 or SB550-0259 conforming to ECR 26053 are eligible for 12,200 lb. zero fuel weight with $V_{MO}$ reduced to 275 KCAS from 8,000 ft. to 31,400 ft.

NOTE 8. Model 500 S/N 500-0275 and up conforming to ECR EC02446 and aircraft S/N 500-0001 and up modified in accordance with Cessna Service Bulletin SB25-17 are eligible to carry a maximum of 9 people.

NOTE 9. Per Cessna Service Bulletin SB72-2, a JT15D-1A or JT15D-1B used in combination with at JT15D-1 is required to be operated to JT15D-1 engine limitations.

NOTE 10. Model 500 S/N 500-0001 through 500-0213 are eligible for operation at 41,000 ft. when modified in accordance with Cessna Service Bulletin SB21-9.

NOTE 11. Per Cessna Service Bulletin SB72-2, a JT15D-1B used in combination with a JT15D-1A is required to be operated to JT15D-1A engine limitations.


NOTE 13. Approved nose gear tires are limited to those listed in the Limitations Section of the FAA Approved Airplane Flight Manual.

NOTE 14. Production Certificate No. PC-4 issued May 7, 1998. Applies to the following airplanes and serial numbers: Model 500 beginning at S/N 500-00687 through 500-0689; Model 550 beginning at S/N 550-0550 through 550-0800; Model S550 beginning at S/N S550-0034 through S550-0160; Model 552 beginning at S/N 552-0012 through 552-0015; Model 560 (Citation V and Citation Ultra) S/N 560-0001 through 560-0538; Model 550 (Bravo) S/N 550-0801 and on; and Model 560XL beginning at S/N 560-5001 and on; Model 560 Encore beginning at S/N 560-0539 through 560-0750 and Encore+ S/N 560-0751 through 560-5000.

NOTE 15. The Model 552 is approved with a five-inch removable nose plug assembly installed between the radome and nose fuselage structure, as defined by Cessna ECR EC21789. No Flight Manual changes are required.
Data Pertinent to all Models (cont’d)

NOTE 16. Model S550 airplanes S/N S550-0121 through S550-0160 are eligible for German configuration and meet the certification requirements of Luftfahrt-Bundesamt of the Federal Republic of Germany when modified in accordance with Cessna ECR EC20308 and CR00206.

NOTE 17. Deleted.

NOTE 18. For the Model 500, the first 349 airplanes are identified by serial number only, i.e., S/N 500-0001 through 500-0349. Contact Cessna Customer Service regarding Model 500 unit number and airplane serial number effectivity.

NOTE 19. For the Model 550, the unit number and the airplane serial number may not coincide until unit number 439 (S/N 550-0439). Contact Cessna Customer Service regarding Model 550 unit number and airplane serial number effectivity.

NOTE 20. Model S550 airplanes conforming to Cessna Drawing 6590002-2 and Model 560 airplanes conforming to Cessna Drawing 6590561-1 or -2 (for public transport or private category operation, respectively) comply with the certification requirements of the DIRECTION GENERALE DE L’AVIATION CIVILE OF FRANCE. Airplanes so modified or so constructed retain their original unit/serial number identification.

NOTE 21. Model 550 S/N 550-0001 through 550-0505, and S/N 550-0550 through 550-0626 when modified in accordance with Cessna Service Bulletin SB550-32-14 and Model S550 S/N S550-0001 through S550-0160 when modified in accordance with Cessna Service Bulletin SB550-32-08 are eligible to operate at the following $V_{LO}$ and $V_{LE}$:

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>$V_{LO}$ (Landing gear operating extend)</td>
<td>11,000 lb. ZFW</td>
</tr>
<tr>
<td>$V_{LO}$ (Landing gear operating retract)</td>
<td>248 KCAS</td>
</tr>
<tr>
<td>$V_{LE}$ (Landing gear extended)</td>
<td>260 KCAS</td>
</tr>
</tbody>
</table>

NOTE 22. Model 560 Citation V and Ultra (S/N 560-0001 through 560-0538) airplanes conforming to ECR 26053, 12,200 ZFW Option and conforming to ECR 26155 Gravel Kit, the following $V_{LO}$’s and $V_{LE}$’s apply:

<table>
<thead>
<tr>
<th>Model 560 (Citation V and Ultra)</th>
<th>ECR 26053, Rev. D</th>
<th>ECR 26155, Rev. C</th>
</tr>
</thead>
<tbody>
<tr>
<td>$V_{LO}$ (Landing gear operating extend)</td>
<td>12,200 lb. ZFW</td>
<td>Gravel Kit</td>
</tr>
<tr>
<td>$V_{LO}$ (Landing gear operating retract)</td>
<td>249 KCAS</td>
<td>199 KCAS</td>
</tr>
<tr>
<td>$V_{LE}$ (Landing gear extended)</td>
<td>275 KCAS</td>
<td>199 KCAS</td>
</tr>
</tbody>
</table>

ECR 26053, 12,200 ZFW Option is applicable to S/N 560-0001 through 560-0259.


NOTE 24. Deleted.

NOTE 25. Model 550 (Bravo) increase the maximum operating altitude from 41,000 feet to 45,000 feet when modified in accordance with the following Cessna Service Bulletins:
S/N 550-0801 through 550-0808, Cessna Service Bulletin SB550-03-03;
Data Pertinent to all Models (cont’d)

NOTE 26. 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 the specified areas as follows:

<table>
<thead>
<tr>
<th>Model</th>
<th>S/N Range</th>
<th>Area (sq. in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model 550 (Bravo)</td>
<td>S/N 550-0801 and on</td>
<td>4.00</td>
</tr>
<tr>
<td>Model 560 (Citation V and Ultra)</td>
<td>S/N 560-0001 through 560-0538</td>
<td>4.00</td>
</tr>
<tr>
<td>Model 560XL</td>
<td></td>
<td>3.98</td>
</tr>
<tr>
<td>Model 560 (Encore and Encore+)</td>
<td>S/N 560-0539 through 560-5000</td>
<td>4.00</td>
</tr>
</tbody>
</table>

NOTE 27. Model 560XL. (S/N 560–5001 through 560-5500) Left divider assembly (part no. 6679017-1) or equivalent must always be installed when the LH aft toilet or LH aft side-facing seat is 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 through 560-6000) Left divider assembly (part no. 4589029-1) or equivalent must always be installed when the LH aft toilet or LH aft side-facing seat is 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 560–6001 and on) Left divider assembly (part no. 4569035-1) or equivalent must always be installed when the LH aft toilet or LH aft side-facing seat is installed and approved for occupancy during takeoff and landing. The structural divider is an integral part of the seat restraint system.

NOTE 28. Models 500, 550 (S/N 550-0001 through 550-0505 and 550-0550 through 550-0800), S550, 552, and 560 (S/N 560-0001 through 560-0259 and 560-0260 through 560-0538). Special Condition number 25-25-CE-4 applies to the following: (1) Operation without normal electrical power; (2) Limit Maneuvering load factor, in lieu of § 25.337(b); (3) Turbulence criteria; (4) Vibration and buffeting, in lieu of § 25.251(c); (5) Engine exhaust system drains; (6) Engine bleed air system; (7) Engine inflight restart capability; (8) Engine thrust control; (9) Powerplant installation fault analysis; (10) Turbine engine powerplant installation, in lieu of § 25.903(d); (11) Engine ignition system; and (12) Powerplant shutoff means, in addition to § 25.1189.

NOTE 29. 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 13 inches when measured from 25 inches to 27.5 inches from the dropped aisle floor. Any further reduction in aisle width requires further FAA evaluation and is not included in this grant of equivalent level of safety.

NOTE 30. Certain Models meet the initial airworthiness requirements for operation in Reduced Vertical Separation Minimum (RVSM) airspace.

<table>
<thead>
<tr>
<th>Model</th>
<th>S/N Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model 500 Citation/Citation I</td>
<td>S/N 500-0275 through 500-0689 that have accomplished Cessna Service Bulletin SB500-34-65.</td>
</tr>
<tr>
<td>Model 550 Citation II</td>
<td>S/N 550-0002 through 550-0800 that have accomplished Cessna Service Bulletin SB550-34-79.</td>
</tr>
<tr>
<td>Model S550 Citation SII</td>
<td>S/N S550-0001 through S550-0160 that have accomplished Cessna Service Bulletin SBS550-34-36.</td>
</tr>
<tr>
<td>Model 560 Citation V</td>
<td>S/N 560-0001 through 560-0259 that have accomplished Cessna Service Bulletin SB 560-34-97.</td>
</tr>
<tr>
<td>Model 560XL</td>
<td>S/N 560-5001 and on.</td>
</tr>
<tr>
<td>Model 560 Encore</td>
<td>S/N 560-0539 through 560-0750</td>
</tr>
<tr>
<td>Model 560 Encore+</td>
<td>S/N 560-0751 through 560-5000</td>
</tr>
</tbody>
</table>

Each operator must obtain RVSM operating approval directly from the FAA.
## Data Pertinent to all Models (cont’d)

### NOTE 31
Model 560 aircraft s/n 560-0387, -0392, -0404, -0410, -0415, -0426, -0452, -0456, -0462, -0468, -0472, -0495, -0501, -0505, -0508, -513, -524, -529, -532, -534, and -538 modified per EC 46497 are eligible to operate at the following C.G. range and increased weights.

#### C.G. Range
**Forward Limits:** Linear variation from 296.95 in. aft of datum (19% MAC) at 16,850 lbs. to 296.35 in. aft of datum (18.26% MAC) at 16,500 lb. to 293.71 in. aft of datum (15% MAC) at 11,500 lb.; 293.71 in. aft of datum (15% MAC) at 11,500 lb. or less.

**Aft Limits:** 304.23 in. aft of datum (28% MAC) at 16,850 lb. or less

#### Maximum Weight
- **Takeoff** 16,650 lb.
- **Ramp** 16,850 lb.
- **Landing** 15,200 lb.
- **Zero fuel** 12,200 lb.

### NOTE 32
Model 560XL aircraft, S/N 560-5001 through 560-5500, modified per SB560XL-32-28:

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

#### Maximum Weight
- **Takeoff** 20,200 lb.
- **Landing** 18,700 lb.
- **Zero fuel** 15,100 lb.
- **Ramp** 20,400 lb.

**Minimum Weight**
- **Inflight** 12,400 lb.

### NOTE 33
Model 560 aircraft, S/N 560-0539 through 560-0750, modified per SB560-32-40:

#### C.G Range (Landing Gear Extended)
**Forward Limits:** Linear variation from 299.43 in. aft of datum (22.07% MAC) at 17,030 lb. to 296.14 in. aft of datum (18.0% MAC) at 12,400 lb.; 296.14 in. aft of datum (18.0% MAC) at 12,400 lb. or less.

**Aft Limits:** 304.23 in. aft of datum (28.0% MAC) at 17,030 lb. or less.

#### Maximum Weight
- **Takeoff** 16,830 lb.
- **Landing** 15,200 lb.
- **Zero Fuel** 12,850 lb.
- **Ramp** 17,030 lb.

### NOTE 34
The following serials are manufactured under the name Cessna Aircraft Company: 560XL: 560-5001 thru 560-6191.

### NOTE 35
Company name change effective 7/29/15. The following serials are manufactured under the name Textron Aviation Inc.: 560XL: 560-6192 and On.

...END...