DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

T00007WI
Revision 16
Textron Aviation Inc.
750
July 29, 2015

TYPE CERTIFICATE DATA SHEET NO. T00007WI

This data sheet which is part of Type Certificate No. T00007WI 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 Avation Inc. One Cessna Boulevard P.O. Box 7704 Wichita, KS 67277
Type Certificate Holder Record:	Cessna Aircraft Company transferred to Textron Aviation Inc. on July 29, 2015.

I. Model 750 (Transport Category) S/N 750-0001 through 750-0500 Approved May 31, 1996; S/N 750-0501 and On Approved June 25, 2014

The Model 750 is defined by Cessna Airplane Assembly Drawing Number 6700000.

Engines	For airplane serial numbers 750-0001 through 750-0172 not incorporating Cessna Service Bulletin SB 750-71-10: Two Rolls-Royce Model AE 3007C engines, Part number 23057202. For airplane serial numbers 750-0173 through 750-0500 and aircraft incorporating Cessna Service Bulletin SB 750-71-10: Two Rolls-Royce Model AE 3007C1 engines, Part number 23074408. For airplane serial numbers 750-0501 and on: Two Rolls-Royce Model AE 3007C2 engines, Part number 23090589.
Fuel	Jet A, Jet A-1, and Jet B, per ASTM D1655, Jet Fuel No. 3 (GB6537-94), RT and TS-1 per GOST 10227, RT per GSTU 320.00149943.007, TS-1 per GSTU 320.00149943.011, JP-4 and JP-5 per MIL-T-5624, JP-8 per MIL-T-83133, NATO F34, F35, F40, F43 and F44. EGME (ATSM D4171, Class 1, or MIL-T-27686) or DIEGME (ASTM D4171, Class 3, or MILT- 85470) anti-icing additive may be blended into the aircraft fuel in concentrations of not more that 0.15 percent by volume. Mixtures of EGME and DIEGME are permissible if combined concentrations are within limits. JP-4, JP-8, F43 and F44 fuels may have antiicing additive preblended. Hammonds Biodor JF additive is permitted up to maximum concentration of 270 parts per million. See the Airplane Flight Manual (AFM) for fueling procedures.

I. Model 750 (cont'd)

Engine Limits

	AE3007C[2]	AE3007C1[3]	AE3007C2
Static thrust standard day, sea level:			
Takeoff	6442 lbs.	6764 lbs.	7042 lbs.
Max. continuous	6442 lbs.	6764 lbs.	7042 lbs.
Max. permissible engine rotor operating speed:			
N_1 (Fan) steady state	100% r.p.m.	100% r.p.m.	93.2% r.p.m.
N_2 (Gas gen.) steady state	101.6% r.p.m.	101.6% r.p.m.	102.6% r.p.m.
Max. permissible interturbine gas temperatures:			
Takeoff (5 minute limit)	888° C [1]850° C	907° C	899° C
Max. continuous	850° C	857° C	867° C
Starting:			
Starter assisted	800° C	800° C	800° C[4]
Windmill	888° C [1]850° C	888° C	800° C[4]

1 For airplane serial numbers 750-0003 through 750-0022 not incorporating Cessna Service Bulletin SB 750-34-04

2 For airplane serial numbers 750-0001 through 750-0172 not incorporating Cessna Service Bulletin SB 750-71-10

3 For airplane serial numbers 750-0173 through 750-0500 and aircraft incorporating Cessna Service Bulletin SB 750-71-10

4 Engine temperature can exceed 800°C up to 850°C for a total accumulated time of up to 5 seconds. An exceedance of this limit will be annunciated by the EIS.

Airspeed Limits

(For airplane serial numbers **750-0001 through 750-0172** not incorporating Cessna Service Bulletin SB 750-71-10)

V_{MO} (Maximum Operating)
Below 8000 ft. 270 KIAS (270 KCAS)
8000 ft. to 30,650 ft. 350 KIAS (350 KCAS)

M_{MO} (Maximum Operating)
Above 30,650 ft. 0.92 Mach indicated (0.92 Mach calibrated)

V_A (Maneuvering Sea Level)
35,700 lbs. 221 KIAS (221 KCAS)
See AFM for variations with weight and altitude and optional configurations.

V_B (Speed for maximum gust intensity)
Below 37,575 ft. 300 KIAS (300 KCAS)
Above 37,575 ft. 0.92 Mach indicated (0.92 Mach calibrated)

V_{RA} (Rough air speed)
Below 36,480 ft. 300 KIAS (300 KCAS)
Above 36,480 ft. 0.90 Mach indicated (0.90 Mach calibrated)

V_{FE} (Flaps extended)
Flaps 5° 250 KIAS (251 KCAS)
Flaps 15° 210 KIAS (210 KCAS)
Flaps Full 180 KIAS (178 KCAS)

Maximum Slats Extended Speed 250 KIAS (251 KCAS)

V_{MCA} (Minimum control speed) Air
Flaps 5º 118 KIAS (118 KCAS)
Flaps 15º 110 KIAS (109 KCAS)

V_{MCL} (Minimum control speed) Landing
Flaps 15º 113 KIAS (112 KCAS)
Flaps Full 106 KIAS (105 KCAS)

V_{MCG} (Minimum control speed) Ground
Flaps 5º 109 KIAS (108 KCAS)
Flaps 15º 109 KIAS (108 KCAS)

I. Model 750 (cont'd)

V_{LO}	(Landing gear operating)	210 KIAS (208 KCAS)
V_{LE}	(Landing gear extended)	210 KIAS (208 KCAS)
Max. tire ground speeds:		182 Knots
Speed Brakes Extension Speed		No Limit

There is no restriction on roll control spoilers (Panel #1, #2, #9, & #10).

(For airplane serial **numbers 750-0173 through 750-0500 and** aircraft incorporating Cessna Service Bulletin SB 750-71-10)

V_{MO}	(Maximum Operating)	
	Below 8000 ft.	270 KIAS (270 KCAS)
	8000 ft. to 30,650 ft.	350 KIAS (350 KCAS)
M_{MO}	(Maximum Operating)	
	Above 30,650 ft.	0.92 Mach indicated (0.92 Mach calibrated)
V_A	(Maneuvering Sea Level)	
	36,100 lbs.	223 KIAS (223 KCAS)

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

V_B	(Speed for maximum gust intensity)	
	Below 37,575 ft.	300 KIAS (300 KCAS)
	Above 37,575 ft.	0.92 Mach indicated (0.92 Mach calibrated)
V_{RA}	(Rough air speed)	
	Below 36,480 ft.	300 KIAS (300 KCAS)
	Above 36,480 ft.	0.90 Mach indicated (0.90 Mach calibrated)
V_{FE}	(Flaps extended)	
	Flaps 5°	250 KIAS (251 KCAS)
	Flaps 15°	210 KIAS (210 KCAS)
	Flaps Full	180 KIAS (178 KCAS)
Maximum Slats Extended Speed		250 KIAS (251 KCAS)
V_{MCA}	(Minimum control speed) Air	
	Flaps 5º	120 KIAS (120 KCAS)
	Flaps 15º	112 KIAS (112 KCAS)
V_{MCL}	(Minimum control speed) Landing	
	Flaps 15º	116 KIAS (115 KCAS)
	Flaps Full	108 KIAS (107 KCAS)
V_{MCG}	(Minimum control speed) Ground	
	Flaps 5º	110 KIAS (111 KCAS)
	Flaps 15º	110 KIAS (111 KCAS)
V_{LO}	(Landing gear operating)	210 KIAS (208 KCAS)
V_{LE}	(Landing gear extended)	210 KIAS (208 KCAS)
Max. tire ground speeds:		182 Knots
Speed Brakes Extension Speed		No Limit

There is no restriction on roll control spoilers (Panel #1, #2, #9, & #10).

(For airplane serial numbers **750-0501 and on**)

V_{MO}	(Maximum Operating)	
	Below 8000 ft.	270 KIAS (270 KCAS)
	8000 ft. to 31,500 ft.	350 KIAS (350 KCAS)
M_{MO}	(Maximum Operating)	
	Above 31,500 ft.	0.935 Mach indicated (0.935 Mach calibrated)
V_A	(Maneuvering Sea Level)	
	36,600 lbs.	220 KIAS (220 KCAS)

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

V_B	(Speed for maximum gust intensity)	
	Below 8,000 ft.	225 KIAS (225 KCAS)
	8,000 ft. – 38,393 ft.	300 KIAS (300 KCAS)
	Above 38,393 ft.	0.935 Mach indicated (0.935 Mach calibrated)

I. Model 750 (cont'd)

V_{RA}	(Rough air speed)		
	Below 8,000 ft.		225 KIAS (225 KCAS)
	8,000 ft. – 34,800 ft.		300 KIAS (300 KCAS)
	Above 34,800 ft.		0.87 Mach indicated (0.87 Mach calibrated)
V_{FE}	(Flaps extended)		
		Flaps 1	250 KIAS (250 KCAS)
		Flaps 2	210 KIAS (210 KCAS)
		Flaps Full	180 KIAS (181 KCAS)
Maximum Slats Extended Speed			250 KIAS (250 KCAS)
V_{MCA}	(Minimum control speed) Air		
		Flaps 1	121 KIAS (123 KCAS)
		Flaps 2	114 KIAS (116 KCAS)
V_{MCL}	(Minimum control speed) Landing		
		Flaps 2	124 KIAS (125 KCAS)
		Flaps Full	116 KIAS (116 KCAS)
V_{MCG}	(Minimum control speed) Ground		
		Flaps 1	122 KIAS (120 KCAS)
		Flaps 2	118 KIAS (116 KCAS)
V_{LO}	(Landing gear operating)		210 KIAS (208 KCAS)
V_{LE}	(Landing gear extended)		210 KIAS (208 KCAS)
Max. tire ground speeds:			182 Knots
Speed Brakes Extension Speed			No Limit

There is no restriction on roll control spoilers (Panel #1, #2, #9, & #10).

C.G. Range
(Landing Gear Extended) Maximum Design C.G. Limits

(1) Aft Limits

(For airplane serial numbers 750-0001 through 750-0172 not incorporating Cessna Service Bulletin SB 750-71-10)
20.50% MAC from 35,700 lbs. to 35,100 lbs.; linear variation from 20.50% MAC at 35,100 lbs. to 33.00% MAC at 29,400 lbs.; 33.00% MAC at 29,400 lbs. to 26,754 lbs.; linear variation from 33.00% MAC at 26,754 lbs. to 34.42% MAC at 25,700 lbs.; linear variation from 34.42% MAC at 25,700 lbs. to 35.00% MAC at 25,269 lbs.; 35.00% MAC at 25,269 lbs. to 21,310 lbs.
(For airplane serial numbers 750-0173 through 750-0500 and aircraft incorporating Cessna Service Bulletin SB 750-71-10)
20.50% MAC from 36,100 lbs. to 35,100 lbs.; linear variation from 20.50% MAC at 35,100 lbs. to 33.00% MAC at 29,400 lbs.; 33.00% MAC at 29,400 lbs. to 26,754 lbs.; linear variation from 33.00% MAC at 26,754 lbs. to 34.42% MAC at 25,700 lbs.; linear variation from 34.42% MAC at 25,700 lbs. to 35.00% MAC at 25,269 lbs.; 35.00% MAC at 25,269 lbs. to 21,310 lbs.
(For airplane serial numbers 750-0501 and on)
35.00% MAC at 21,310 lbs to 25,269 lbs; 33.00% MAC at 26,754 lbs to 29,600 lbs.; 20.50% MAC at 35,400 lbs to 36,900 lbs.
With straight line variation between points.

(2) Forward Limits

(For airplane serial numbers 750-0001 through 750-0172 not incorporating Cessna Service Bulletin SB 750-71-10)
Linear variation from 15.84% MAC at 35,700 lbs. to 15.00% MAC at 35,100 lbs.; 15.00% MAC from 35,100 lbs. to 32,500 lbs.; linear variation from 15.00% MAC at 32,500 lbs. to 21.00% MAC at 29,500 lbs.; 21.00% MAC at 29,500 lbs. to 28,000 lbs.; linear variation from 21.00% MAC at 28,000 lbs. to 26.16% MAC at 22,374 lbs.; linear variation from 26.16% MAC at 22,374 lbs. to 35.00% MAC at 21,310 lbs.
(For airplane serial numbers 750-0173 through 750-0500 and aircraft incorporating Cessna Service Bulletin SB 750-71-10)

I. Model 750 (cont'd)

Linear variation from 16.40% MAC at 36,100 lbs. to 15.00% MAC at 35,100 lbs.; 15.00% MAC from 35,100 lbs. to 32,500 lbs.; linear variation from 15.00% MAC at 32,500 lbs. to 21.00% MAC at 29,500 lbs.; 21.00% MAC at 29,500 lbs. to 28,000 lbs.; linear variation from 21.00% MAC at 28,000 lbs. to 26.16% MAC at 22,374 lbs.; linear variation from 26.16% MAC at 22,374 lbs. to 35.00% MAC at 21,310 lbs.
(For airplane serial numbers 750-0501 and on)
17.11% MAC at 36,900 lbs; to 15.00% MAC 35,400 lbs; to 15.00% MAC at 33,500 lbs; to 21.00% MAC at 30,500 lbs; to 21.00% MAC at 28,000 lbs; to 26.16% MAC at 22,374 lbs; to 35.00% MAC at 21,310 lbs.
With straight line variation between points.

Empty Weight C.G. Range: None

Datum: Zero reference datum is 184.5 inches forward of the leveling screw located 2.50 inches forward of the cabin door frame on Water Line 127.25.

MAC: 118.60 in. (L.E. of MAC at F.S. 387.60)

Leveling Means: Outboard floor panel inside of door parallel to B.L. 13.00

Maximum Weight:
Ramp …… 36,000 pounds (For airplane serial numbers 750-0001 through 750-0172 not incorporating Cessna Service Bulletins SB 750-71-10 and SB750-32-50)
Ramp …… 36,400 pounds (For airplane serial numbers 750-0173 through 750-0500 or aircraft incorporating Cessna Service Bulletins SB 750-71-10 and SB750-32-50)
Ramp …… 36,900 pounds (For airplane serial numbers 750-0501 and on)
Takeoff …… 35,700 pounds (For airplane serial numbers 750-0001 through 750-0172 not incorporating Cessna Service Bulletins SB 750-71-10 and SB750-32-50)
Takeoff …… 36,100 pounds (For airplane serial numbers 750-0173 through 750-0500 or aircraft incorporating Cessna Service Bulletins SB 750-71-10 and SB750-32-50)
Takeoff …… 36,600 pounds (For airplane serial numbers 750-0501 and on)
Landing …… 31,800 pounds (For airplane serial numbers 750-0001 through 750-0500)
Landing …… 32,000 pounds (For airplane serial numbers 750-0501 and on)
Zero Fuel …… 24,400 pounds (For airplane serial numbers 750-0001 through 750-0500)
Zero Fuel …… 24,978 pounds (For airplane serial numbers 750-0501 and on)

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

No. of Seats: Two pilots, 12 passengers maximum

Maximum Baggage:
Tail compartment: 700 pounds at F.S. 490.0
Floor loading density: 170 pounds per square foot

Fuel Capacity (Gal.):
Two wing tanks: Usable 521 gals. each; Arm 410.07 inches
Center tank: Usable 888 gals.; Arm 335.32 inches
See NOTE 1 for data on unusable fuel.

Oil Capacity:
S/N 750-0001 through 750-0500
Total 12.1 qts each; (usable) 11.8 qts each; Arm 544.30 inches

S/N 750-0501 and on
Total 13.0 qts each; Arm 546.12 inches

See NOTE 1 for data on unusable oil.

Max. Operating Altitude: 51,000 ft.

I. Model 750 (cont'd)

Control Surface Movements — To insure proper operation of the airplane, the movement of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplane must, therefore, be rigged in accordance with the appropriate FAA approved rigging specification or Cessna drawing. Specific rigging instructions may also be found in the Model 750 Maintenance Manual (Instructions for Continued Airworthiness), part number 75MM00 (or later approved revision).

(For airplane serial numbers **750-0001 through 750-0500**)

Stabilizer	Range of Stabilizer Setting (Leading Edge Position) Cessna Drawing No. 6700750					
	Primary Trim	Max. L.E. Up	1.2º ± 0.3°	Max. L.E. Down	−12° ± 0.6°	
	Secondary Trim	Max. L.E. Up	1.2º ± 0.3°	Max. L.E. Down	−12° ± 0.6°	
Elevator	Rigging Spec No. 6760335	Up	18.5° + 0.5°/-0°	Down	14.0° ± 1.0°	
Rudder	Rigging Spec. No. 6760405					
Lower	(perpendicular to H.L.)	Right	29.5° ± 0.5°	Left	29.5° ± 0.5°	
Upper	(perpendicular to H.L.)	Right	17° +1.5°/-1.0º	Left	17° + 1.5º/-1.0°	
Rudder trim		Right	11 °± 1°	Left	11 °± 1°	
Aileron	Rigging Spec. No. 6760115					
(from droop position)		Up	15º ± 0.5°	Down	15º ± 0.5°	
Droop position			1.5º ± 0.5º down from faired			
Aileron Trim		Up	8º ± 1°	Down	8º ± 1°	

Flaps — Cessna Drawing No. 6700750 and Rigging Spec. No. 6762715

Flap Position	Nominal Outboard	Nominal Center	Nominal Inboard	Allowable Tolerance
Up	0°	0°	0°	±0.2°
5°	5.9°	5.6°	5.2°	±0.5°
15°	17.4°	16.5°	15.0°	±1.0°
Full	39.0°	37.8°	36.3°	±2.0°

Speed brakes — Rigging Spec. No. 6760275
Panels 3, 4, 5, 6, 7, & 8 — Up: 40° - 43°
Maximum 1.0° between corresponding panels

Roll Spoilers — Rigging Spec. No. 6760205
Panels 1, 2, 9, & 10 — Up: 40° - 43°

(For airplane serial numbers **750-0501 and on**)

Stabilizer	Range of Stabilizer Setting (Leading Edge Position) Cessna Drawing No. 6700751					
	Primary Trim	Max. L.E. Up	1.2º ± 0.3°	Max. L.E. Down	−12° ± 0.6°	
	Secondary Trim	Max. L.E. Up	1.2º ± 0.3°	Max. L.E. Down	−12° ± 0.6°	
Elevator	Rigging Spec. No. 6760647	Up	18.5° + 0.5°/-0°	Down	14.0° ± 1.0°	
Rudder	Rigging Spec. No. 6760657					
Lower	(perpendicular to H.L.)	Right	29.5° ± 0.5°	Left	29.5° ± 0.5°	
Upper	(perpendicular to H.L.)	Right	17° +1.5°/-1.0º	Left	17° + 1.5º/-1.0°	
Rudder trim		Right	11 °± 1°	Left	11 °± 1°	
Aileron	Rigging Spec. No. 6760617					
(from droop position)		Up	15º ± 1°	Down	15º ± 1°	
Droop position			1.5º ± 0.5º down from faired			
Aileron Trim		Up	15°	Down	15°	
	With one hydraulic system	Up	8º ± 1°	Down	8º ± 1°	

I. Model 750 (cont'd)

Flaps — Cessna Drawing No. 6700751 and Rigging Spec. No. 6762757

Flap Position	Nominal Outboard	Nominal Center	Nominal Inboard	Allowable Tolerance
Up	0°	0°	0°	±0.2°
1 (5°)	5.9°	5.6°	5.2°	±0.5°
2 (15°)	17.4°	16.5°	15.0°	±1.0°
Full	39.0°	37.8°	36.3°	±2.0°

Speed brakes — Rigging Spec. No. 6760637
Panels 3, 4, 5, 6, 7, & 8 — Up: 40° - 43°
Maximum 1.0° delta between corresponding panels

Roll Spoilers — Rigging Spec. No. 6760617
Panels 1, 2, 9, & 10 — Up: 40° - 43°

Serial Nos. Eligible — 750-0001 and on

Certification Basis (S/N 750-0001 through 750-0500)

(1) Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25-1 through 25-74;

(a) Additions: 14 CFR § 25.729(e) as amended by Amendment 25-75; and § 25.1316, as amended by Amendment 25-80

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

(3) Noise Control Act of 1972.

(4) 14 CFR Part 34 of the Federal Aviation Regulations effective September 10, 1990.

(5) Special Conditions as follows:
(a) No. 25-ANM-80, additional requirements for High Altitude Operation (See Note 7)
(b) No. 25-ANM-99, additional requirements for protection of Electrical and Electronic Systems from High Intensity Radiated Fields (HIRF)
(c) No. 25-ANM-113, additional requirements for operation with Fly-by-Wire Rudder.

(6) Equivalent levels of safety as follows:
(a) 14 CFR §§ 25.335(d) and 25.341, Design Discrete Gust Criteria;
(b) 14 CFR § 25.811(e)(4), Red Arrow Marking for the Main Passenger Door Handle;
(c) 14 CFR § 25.807(e), Ditching Emergency Exits for Passengers;
(d) 14 CFR § 25.841(b)(6), Cabin Pressurization - High Altitude Takeoff and Landing Operations;
(e) 14 CFR § 25.1549(a) & (c), Digital Turbine Speed;
(f) 14 CFR § 25.1305, Digital APU Indicators (Oil Pressure, Oil Temperature, Gas Temperature, Tachometer);
(g) 14 CFR §§ 25.101, 25.105, 25.109, 25.113, 25.115, 25.735, and 25.1587, Accelerate-Stop Distance;
(h) 14 CFR §§ 25.811(d)(1) and 25.812(b)(1)(i), Emergency Exit Locator Signs; and
(i) 14 CFR §§ 25.201, 25.203 and 25.207, Stall Warning System for flight conditions above 34,500 feet.
(j) 14 CFR § 25.813(e), Emergency Exit Access
(k) T00002WI-T-AG-12, 14 CFR 25.815, Width of aisle.

I. Model 750 (cont'd)

(7) Exemptions:
(a) No. 6179, exemption from bird impact requirements of § 25.571(e)(1);
(b) No. 6431, exemption from Engine-out lateral trim requirements of § 25.161(d); and
(c) No. 6432, exemption from the emergency landing dynamic conditions of § 25.562 for multiple-occupancy, side-facing divans. Expires November 30, 1996.

or

No. 7922, partial grant of exemption from the general occupant protection requirements of 25.785(b) for multiple-occupancy, side-facing divans, restricted to airplanes manufactured prior to January 1, 2004.

or

No. 7922A, grant of exemption from the general occupant protection requirements of 25.785(b) for multiple-occupancy, side-facing divans, (no restriction).
(d) No. 8767, exemption from door installation prohibition of interior doors between passenger compartments of § 25.813(e).

(8) 14 CFR § 25.801 ditching not complied with.

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

Date of Application for Type Certificate was October 15, 1991.
Type Certificate No. T00007WI was issued May 31, 1996.

Certification Basis (S/N 750-0501 and on)

(1) Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25-1 through 25-74;

(a) Additions:

For all components

14 CFR § 25.677 as amended by Amendment 25-115
14 CFR § 25.735 as amended by Amendment 25-92
14 CFR § 25.729(e) as amended by Amendment 25-75
14 CFR § 25.1316, as amended by Amendment 25-80
14 CFR § 25.1317(a)(b)(c)(d) as amended by Amendment 25-122

Winglet related changes

14 CFR 25.305, 25.335, 25.341, 25.345, 25.349, 25.427, 25.445, 25.571, 25.629, 25.899, 25.1001, 25.1419, 25.1431 through Amendment 25-129

Part 25, Subpart B, through Amendment 25-115
Part 25, Subpart G, through Amendment 25-115

14 CFR 25.981 through Amendment 25-125 except for lightning protection of fuel tank structural fasteners.
14 CFR 25.981 through Amendment 25-11 for lightning protection of fuel tank structural fasteners

Flight Envelope Expansion (M_{MO} Increase) related changes

14 CFR 25.335, 25.629 through Amendment 25-129

Part 25, Subpart B, through Amendment 25-115
Part 25, Subpart G, through Amendment 25-115

Fuselage Stretch (15") related changes

14 CFR 25.335, 25.427, 25.445, 25.519, 25.562, 25.629, 25.803, 25.856, 25.1323, 25.1325, and 25.1419 through Amendment 25-129 apply to all areas of the airplane.

I. Model 750 (cont'd)

14 CFR 25.899 applies to all aircraft installations requiring electrical bonding and p-static protection

14 CFR 25.773 through Amendment 25-108 applies to all areas of the airplane.

Part 25, Subpart B, through Amendment 25-115
Part 25, Subpart G, through Amendment 25-115

Autothrottle only changes

14 CFR 25.1329 as amended at Amendment 25-119

Optional CVR only changes

14 CFR 25.1457 as amended at Amendment 25-124***

***Standard CVR will remain at original amendment level

Pitot System related changes

14 CFR 25.1323 as amended at Amendment 25-109
14 CFR 25.1325 as amended at Amendment 25-108

(2) 14 CFR Part 36 effective December 1, 1969 as amended by Amendment 36-1 through 36-28.

(3) Noise Control Act of 1972.

(4) 14 CFR Part 34 of the Federal Aviation Regulations effective September 10, 1990, as amended by amendments 34-1 through 34-5.

(5) Special Conditions as follows:
- (a) No. 25-ANM-80, additional requirements for High Altitude Operation (See Note 7)
- (b) No. 25-ANM-113, additional requirements for operation with Fly-by-Wire Rudder.
- (c) No. 25-509-SC, Aircraft Electronic System Security Isolation or Protection from Internal Access
- (d) No. 25-510-SC, Aircraft Electronic System Security Isolation or Protection from Unauthorized External Acess

(6) Equivalent levels of safety as follows:
- (a) 14 CFR § 25.811(e)(4), Red Arrow Marking for the Main Passenger Door Handle;
- (b) 14 CFR § 25.841(b)(6), Cabin Pressurization - High Altitude Takeoff and Landing Operations;
- (c) 14 CFR §§ 25.811(d)(1) and 25.812(b)(1)(i), Emergency Exit Locator Signs;
- (d) 14 CFR §§ 25.201, 25.203 and 25.207, Stall Warning System for flight conditions above 34,500 feet.
- (e) 14 CFR 25.813(e), Emergency Exit Access
- (f) T00002WI-T-AG-12, 14 CFR 25.815, Width of aisle.
- (g) AT5435WI-T-P-1, §§ 25.1305(a)(4)(5)(6); 25.1549(a)(b)(c), Digital Display of APU Instruments
- (h) AT5435WI-T-P-5, §§ 25.901(c), 25.903(d)(2), 25.1305, 25.1309(a)(b)(c), 25.1321(c)(2), 25.1322 and 25.1549, Digital-Only Display of Turbine Engine High Pressure Rotor Speed (N2), Oil Pressure, Oil Temperature, and Fuel Flow)
- (i) AT5435WI-T-SE-2, §§ 25.1301(a)(d), 25.1303(a)(3), 25.1309(a)(b)(d)(e), 25.1316, 25.1321, 25.1327, 25.1331, 25.1333, 25.1353(a)(c), 25.1459(e), 25.1547, Electric Standby Direction Indication (Compass)
- (j) AT5435WI-T-SE-4, § 25.1397(c) Exterior Lighting Chromaticity

(7) Exemptions:
- (a) No. 6431, exemption from Engine-out lateral trim requirements of § 25.161(d); and
- (b) No. 7922A, grant of exemption from the general occupant protection requirements of 25.785(b) for multiple-occupancy, side-facing divans, (no restriction).
- (c) No. 8767, exemption from door installation prohibition of interior doors between passenger compartments of § 25.813(e).

(8) 14 CFR § 25.801 ditching not complied with.

I. Model 750 (cont'd)

(9) Additional Design Requirements:

(a) Flight in Icing Conditions

The design complies with 14 CFR 25.21(g), 25.103, 25.105, 25.107, 25.111, 25.119, 25.121, 25.123, 25.125, 25.143, 25.207, 25.237, and 25.253 at amendment 25-129, except that compliance shown using ice accretions based on the atmospheric icing conditions defined in appendix C at amendment 25-0.

(b) In-flight Engine Restart

A minimum restart capability after an all-engines-out scenario must be established under the following conditions using procedures provided in the airplane flight manual (AFM):

a. During the take-off and the initial climb-out portion of the flight, the airplane should have the capability for the flight crew to restore engine power immediately following an all-engine-out scenario and when the fuel source to the engine is restored.

b. During the high altitude portion of the flight at cruise speed and maximum altitude, the airplane should have the capability for the flight crew to restart engines from a stabilized windmill speed prior to descending below an altitude of 15,000 feet, by showing either or both:

1) All but one engine should be restarted and accelerated to produce maximum continuous thrust/power, or

2) The engine(s) should be restarted, and the necessary thrust/power achieved, to enable the airplane to maintain level flight.

c. During flight at speeds greater than the minimum flaps-up "holding speed" and at altitudes below 20,000 feet, the airplane should have the capability for the flight crew to restart engines from a stabilized windmill speed prior to descending 5000 feet from the initiation of the restart procedure and prior to exceeding an airspeed of 300 knots, by showing either or both:

1) All but one engine should be restarted and accelerated to produce maximum continuous thrust/power, or

2) The engine(s) should be restarted, and the necessary thrust/power achieved, to enable the airplane to maintain level flight.

(c) Lightning Protection of Fuel Tank Structural Fasteners

Sealant on all fasteners (existing and new) within the surge tank area is required. This design feature was established as a condition for setting the certification basis for lighting protection of fuel tank structural fasteners at § 25.981 through Amendment 25-11.

(d) Airplane Flight Manual (AFM)

The AFM text associated with the design maneuvering speed (VA) must meet the requirements of 14 CFR 25.1583, Amendment 25-130.

(10) 14 CFR Part 26 through Amendment 26-6 is not applicable.

Date of Application for S/N 750-0501 and On was September 10, 2010. Approval was issued June 25, 2014.

Production Basis Production Certificate No. 4 amended to add Model 750 effective October 4, 1996. See NOTE 6 for airplane serial effectivity of Production Certificate No. 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 airplane for certification.

I. Model 750 (cont'd)

NOTE 1. FAA Approved Weight and Balance Manual: part number 75WB-01 (or later approved revision) is applicable to the Model 750 serial numbers 750-0001 through 750-0172 not incorporating Cessna Service Bulletin SB 750-71-10.
FAA Approved Weight and Balance Manual: part number 75WBA-00 (or later approved revision) is applicable to the Model 750 serial numbers 750-0173 through 750-0500 and aircraft incorporating Cessna Service Bulletin SB 750-71-10.
Weight and balance for 750-0501 and on will be included in the AFM.
The airplane must be loaded according to the appropriate FAA Approved Weight and Balance Manual. The list of equipment included in certificated empty weight must be provided for each airplane at the time of original certification.

The certified empty weight and corresponding center of gravity location must include:

S/N 750-0001 through 750-0500

	Weight – lbs.
Drainable Unusable Fuel	79.40
Undrainable Unusable Fuel	22.19
Full Oil	46.80

S/N 750-0501 and on

	Weight – lbs.
Drainable Unusable Fuel	78.93
Undrainable Unusable Fuel	22.19
Full Oil	52.88

NOTE 2. FAA Approved Airplane Flight Manual: part number 75FM-02 (or later approved revision) is applicable to the Model 750 serial numbers 750-0001 through 750-0172 not incorporating Cessna Service Bulletin SB 750-71-10.
FAA Approved Airplane Flight Manual: part number 75FMA-00 (or later approved revision) is applicable to the Model 750 serial numbers 750-0173 through 750-0500 and aircraft incorporating Cessna Service Bulletin SB 750-71-10.
FAA Approved Airplane Flight Manual: part number 75FMC-00 (or later approved revision) is applicable to the Model 750 serial numbers 750-0501 and on.
The airplane must be operated according to the appropriate FAA Approved Airplane Flight Manual.
Required placards are included in the Maintenance Manual (Instructions for Continued Airworthiness), part number 75MM00 (or later approved revision), Chapter 11, Placards and Markings.

NOTE 3. FAA approved Airworthiness Limitations for mandatory compliance retirement life or inspection are included in the Maintenance Manual (Instructions for Continued Airworthiness), part numbers 75MM00 (for S/N 750-0001 thru 0500) and 75MMC-00 (for S/N 750-0501 and on) (or later approved revision), Chapter 4, Airworthiness Limitations.

NOTE 4. All replacement seats (crew and passenger), although they may comply with TSO C127, must also be demonstrated to comply with requirements of 14 CFR §§ 25.333, 25.561, 25.562, and 25.785.
The foam cushion buildup of all seats (crew and passenger) may not be altered unless deviations in the foam construction are demonstrated by tests to comply with the listed 14 CFR 25 paragraphs.
The LH side facing seat lap belt shall have a buckle which opens from the left to right to prevent the buckle's own inertia from causing it to open. Any other configuration must be verified by dynamic requirements.

NOTE 5. Two (2) Honeywell AZ-840 or AZ-940 Micro Air Data Computers (MADC) are required equipment. Approved part numbers are listed in the following table:

I. Model 750 (cont'd)

MADC Part Number	Model 750-xxxx Serial Range	Service Bulletin
7014700-904	-0003 through -0041	N/A
7014700-604	-0001, 0002, -0042 through -0105,	SB750-34-05 Rev 0,1
7014700-607	-0106 through -0240	SB750-34-05 Rev 2
7030700-70706	-0241 through -0500	N/A

Aircraft with part number 7014700-607 or 7030700-70706 MADCs meet the initial airworthiness requirements for operation in Reduced Vertical Separation Minimum (RVSM) airspace.

Model 750 serial numbers 0501 and on have not received RVSM group approval. See Model 750 AFM Supplement 75FMC-S3-00 for non-group approval.

NOTE 6. Production Certificate No. 4 applies to Model 750 serial numbers 750-0001, 750-0002, 750-0004, 750-0006 and on.

NOTE 7. Model 750 airplanes 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.

NOTE 8. The airplane (S/N 750-0001 through 750-0500) is approved for Category II operation using the flight-director with autopilot-coupled or not coupled. This does not constitute operational approval. Minimum approved integrated computer (IC-800) software is Phase IV (P/N 7017300-31201).

NOTE 9. Certification Maintenance Requirements (CMR) are found in Maintenance Manual, Chapter 4. Engineering approval of the CMR's is documented in the Cessna System Safety Assessment reports.

NOTE 10. The following serials are manufactured under the name Cessna Aircraft Company: 750-0001 thru 750-0502, 750-0504 thru 750-0517, and 750-0519.

NOTE 11. Company name change effective 7/29/15. The following serials are manufactured under the name Textron Aviation Inc.: 750-0503, 750-0518, 750-0520 and On.

... END ...