



## Airspeed limitations (IAS) (cont'd)

Maximum autopilot operating speed	
Sea level to 30,500 ft.	263 KIAS (260 KCAS)
Above 30,500 ft.	0.71 M <sub>I</sub> (0.70 MACH calibrated)
Maximum tire ground speed	165 knots

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

Forward Limits: Linear variation from 243.94 in. aft of datum (22.00% MAC) at 10,400 lb. to 242.43 in. aft of datum (19.81% MAC) at 8,800 lb.; Linear variation from 242.43 in. aft of datum (19.81% MAC) at 8,800 lb. to 240.14 in. aft of datum (16.5% MAC) at 7,700 lb.; 240.14 in. aft of datum (16.5% MAC) at 7,700 lb. or less.

Aft Limits: 248.78 in. aft of datum (29.0 % MAC) at 10,400 lb. or less.

Landing Gear retracting moment (+157.9) in-lb.

Empty Wt. C.G. Range None

MAC 69.078 in. (L.E. of MAC +228.745 in. aft of datum)

Maximum Weight	Takeoff	10,400 lbs.
	Landing	9,700 lbs.
	Zero Fuel	8,400 lbs.
	Ramp	10,500 lbs.

Minimum Crew for all Flights (see note 5 for cockpit equipment/arrangement restrictions)

One pilot (in the left pilot seat) plus additional equipment as specified in the Kinds of Operations Equipment List (KOEL) contained in the Limitations Section of the FAA Approved Airplane Flight Manual

OR

one pilot and one copilot

No. of Seats Maximum eight (two crew plus six passenger seats)

Maximum Baggage

Nose compartment	425 lbs. ( + 74.0 in. aft of datum)
Aft cabin	100 lbs. ( +265.0 in. aft of datum)
Tailcone	325 lbs. ( +350.0 in. aft of datum)

Fuel Capacity Two wing tanks: Total usable 1,610 lbs. (238.5 gal) each; ARM = +253.05 in.

Oil Capacity (Gal.) Two engine mounted tanks: Total 1.2 each; usable .62 each; ARM = +312.3 in.

Maximum Operating Altitude 41,000 ft.

Control Surface Movements	Elevator	Up	20 +0/-1 degrees
		Down	15 +/-1 degrees
	Elevator Trim Tab	Up	12 +/-1 degrees
		Down	20 +/-1 degrees
	Rudder	Right	30 +/-1 degrees
		Left	30 +/-1 degrees
	Rudder Trim Tab	Right	20 +/-1 degrees
		Left	20 +/-1 degrees
	Aileron	Up	23.5 +/-1 degrees
		Down	20.5 +/-1 degrees
	Aileron Trim Tab	Up	20 +/-1 degrees
		Down	18 +/-1 degrees
	Wing Flap	Up	0 +/-1 degrees
T.O./Appr.		15 +/-1 degrees	
Land		35 +/-1 degrees	
Ground		60 +/-1 degrees	
	Speed Brakes - Upper	Up	0 to 49 +/-2 degrees
	Speed Brakes - Lower	Down	0 to 68 +/-2 degrees
	Thrust Attenuators	Stow	-6 +/-1 degrees
	(Ref to Engine Long. axis)		
	Thrust Attenuators	Deploy	54 +/-1 degrees
	(Ref to Engine Long. axis)		
	See Airplane Maintenance Manual for rigging instructions.		

Serial Nos. Eligible 525-0001 and up

Datum 94.0 in. forward of the front face of the forward pressure bulkhead which is +94.0 in. aft of datum.

#### Leveling Means

Longitudinal - Left hand upper floorboard aft of FS 151.00.  
Lateral - Left hand and right hand upper floorboard aft of FS 152.00.

#### Certification Basis

Federal Aviation Regulation Part 23, as amended by 23-1 through 23-38, and 23-40; Part 36 of the Federal Aviation Regulation effective December 1, 1969, as amended by 36-1 through 36-18; Part 34 of the Federal Aviation Regulations effective September 10, 1990; compliance with the Noise Control Act of 1972; Special Condition 23-ACE-55; and Exemption 5759 for type certification utilizing the directional damping criterion of FAR 25.181 in lieu of the damping criterion of FAR 23.181(b).

Compliance with ice protection has been demonstrated in accordance with FAR 23.1416 and 23.1419.

Application for type certificate dated February 14, 1990. Type Certificate A1WI issued October 15, 1992, obtained by the manufacturer under Delegation Option Provisions of Part 21 of the Federal Aviation Regulations.

#### Production Basis

Production Certificate No. 4 issued and Delegation Option Manufacturer No. CE-3 authorized to issue Airworthiness Certificates under Delegation Option Provisions of Part 21 of the Federal Aviation Regulations.

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

NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary must be provided for each aircraft at the time of original certification.

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

Unusable fuel	39.8 lb. at +257.9 in.
Full oil	18.0 lb. at +312.3 in.
Hydraulic Fluid	27.5 lb. at +265.0 in.
Anti-ice Fluid	3.4 lb. at +91.5 in.

NOTE 2. The aircraft must be operated according to the FAA Approved Flight Manual and associated checklist. Required placards are listed on Cessna Drawing 6300000 and are also included in Chapter XI of the Airplane Maintenance Manual.

NOTE 3. See Maintenance Manual, Chapter 4, "Airworthiness Limitations" for mandatory component retirement life information.

NOTE 4. All replacement seats (crew and passenger), although they may comply with TSO C39, must also be demonstrated to comply with FAR 23.321, 23.395, 23.561, 23.562, and 23.785.

The foam cushion buildup of all seats (crew and passenger) may not be altered. Any deviations in the foam construction or stiffness must be demonstrated by test to comply with the listed FAR 23 paragraphs.

The RH side facing seat lap belt shall have a buckle which opens from right to left and the LH side facing belted toilet lap belt shall have a buckle which opens from left to right, thereby preventing the buckle's own inertia from causing it to open. Any other configuration must be verified by dynamic test.

NOTE 5. Approval for operation with a minimum crew of one pilot is based upon the cockpit equipment installation and arrangement evaluated during FAA certification testing. No significant changes may be made to the installed cockpit equipment or arrangement (EFIS, autopilot, avionics, etc.), except as permitted by the approved MMEL, without prior concurrence from the responsible Aircraft Certification Office.

NOTE 6. Airplanes being exported to France must conform to Cessna Drawings 6390300 and 4711113 or 4711114. Airplanes being exported to Germany must conform to Cessna Drawings 6390350 and 4711113 or 4711114. Configurations approved by the French DGAC and the German LBA are considered to be identical except for items provided in compliance with national operating rules.

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