



**I - Model 500, Citation and Citation I, (Transport Category), Approved September 9, 1971** (Cont'd)

Airspeed Limits (CAS)	$V_{MO}$ (Maximum Operating) Sea level to 14,000 ft.	260 knots
	14,000 ft. to 26,000 ft. (S/N 500-0001 through 500-0349)	287 knots*
	14,000 ft. to 28,000 ft. (S/N 500-0350 through 500-0689)	275 knots*
	$M_{MO}$ Above 26,000 ft. (S/N 500-0001 through 500-0349)	0.70 Mach
	Above 28,000 ft. (S/N 500-0350 through 500-0689)	0.70 Mach
	$V_A$ (Sea level) 10,850 lb. (S/N 500-0001 through 500-0070)	178 knots
	11,500 lb. (S/N 500-0071 through 500-0302)	182 knots
	11,850 lb. (S/N 500-0303 through 500-0349)	185 knots
	(S/N 500-0350 through 500-0689)	182 knots

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

$V_B$ (Speed for maximum gust intensity)	210 knots
$V_{FE}$ (Flaps extended)	174 knots
40° (Landing)	200 knots
15° (Takeoff and approach)	200 knots
$V_{MCA}$ (Minimum control speed) Air	Below stall speed for all weights
$V_{MCG}$ (Minimum control speed) Ground	55 knots
$V_{LO}$ (Landing gear operating)	174 knots
$V_{LE}$ (Landing gear extended)	174 knots
$V_{SB}$ (Speed brakes extended)	Any speed with or without flaps

\*See NOTE 7 for restricted  $V_{MO}$  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 500-0071 through 500-0302. 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 500-0303 through 500-0689

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, Citation and Citation I, (Transport Category), Approved September 9, 1971** (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	Seat Rails		
Maximum Weight	S/N 500-0001 Through 500-0070 (See NOTE 5)	S/N 500-0071 Through 500-0302 (See NOTE 5)	S/N 500-0303 Through 500-0689
Takeoff	10,850 lb.	11,500 lb.	11,850 lb.
Landing	10,400 lb.	11,000 lb.	11,350 lb.
Zero fuel*	8,400 lb.	8,400 lb.	8,400 lb.
Ramp	11,000 lb.	11,650 lb.	12,000 lb.
	*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)
		Up 10° +1°, -0°	Down 19° +1°, -0° (S/N 500-0130 through 500-0689)
	Rudder (perpendicular to hinge)	Right 22° ±1°	Left 22° ±1°
	Rudder trim tab (perpendicular to hinge)	Right 10° ±1°	
	Aileron	Up 21° ±1°	Down 16° ±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

**I - Model 500, Citation and Citation I, (Transport Category), Approved September 9, 1971** (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:
 

FAR §§ 25.934 and 25.1091(d)(2) as amended by Amendments 25-1 through 25-23; § 25.1387 as amended by Amendments 25-1 through 25-30; §§ 25.1385 and 25.1303(a)(2) as amended by Amendments 25-1 through 25-38;
- (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 § 25.1439(b)(2)(ii), Protective Eye Equipment;
  - (d) FAR § 25.815, Passenger Cabin Aisle Width;
  - (e) FAR § 25.1305(r), Use of N<sub>1</sub> 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	Jet A, Jet A-1, Jet B, JP-4, JP-5 or JP-8. For required use of anti-icing additives and emergency use of aviation gasoline, refer to the FAA Approved Airplane Flight Manual.

**II - Model 550, Citation II, (Transport Category), Approved March 24, 1978** (Cont'd)

Engine Limits	Static thrust, standard day, sea level:	
	Takeoff (5 min.)	2500 lb.
	Max. continuous	2375 lb.
	Max. permissible engine rotor operating speeds:	
	N <sub>1</sub> (Fan) JT15D-4 104 percent	16,540 r.p.m.
	N <sub>2</sub> (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.
Airspeed Limits (CAS)	V <sub>MO</sub> (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 <sub>MO</sub> Above 30,500 ft.	0.70 Mach
		(S/N 550-0550 through 550-0800)
	V <sub>A</sub> (Sea level)	
	13,300 ft.	186 knots
	See AFM for variations with weight and altitude and optional configurations.	
	V <sub>B</sub> (Speed for max. gust intensity)	210 knots
	V <sub>FE</sub> (Flaps extended)	
	40° (Landing)	174 knots
	15° (Takeoff and approach)	200 knots
	V <sub>MCA</sub> (Minimum control speed) Air	75 knots
	V <sub>MCG</sub> (Minimum control speed) Ground	62 knots
	V <sub>LO</sub> (Landing gear operating)	174 knots
	(S/N 550-0001 through 550-0626)	
	V <sub>LO</sub> (Landing gear operating extend)	248 knots
	(S/N 550-0627 through 550-0800)	
	V <sub>LO</sub> (Landing gear operating retract)	198 knots
	(S/N 550-0627 through 550-0800)	
	V <sub>LE</sub> (Landing gear extended)	174 knots
	(S/N 550-0001 through 550-0626)	
	V <sub>LE</sub> (Landing gear extended)	260 knots
	(S/N 550-0627 through 550-0800)	
	V <sub>SB</sub> (Speed brakes extended)	Any speed with or without flaps
	*See NOTE 7 for restricted V <sub>MO</sub> for optional fuel weight configuration,	
	S/N 550-0001 through 550-0549.	
	See NOTE 21 for increased V <sub>LO</sub> and V <sub>LE</sub> for S/N 550-0001 through 550-0626.	
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.; 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.	

**II - Model 550, Citation II, (Transport Category), Approved March 24, 1978** (Cont'd)

C.G. Range (Landing Gear Extended) 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.; 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	S/N 550-0627 Through 550-0800
Takeoff	13,300 lb.	14,100 lb.
Landing	12,700 lb.	13,500 lb.
Zero fuel*	9,500 lb.	11,000 lb.
Ramp	13,500 lb.	14,300 lb.

\*See NOTE 7 for optional zero fuel weight (S/N 550-0001 through 550-0549)

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

Nose compartment	350 lb. at Sta. + 74.0
Aft cabin	400 lb. at Sta. + 321.0
	200 lb. at Sta. + 338.0
Tailcone	200 lb. at Sta. + 442.0(S/N 550-0001 through 550-0626)
	200 lb. at Sta. + 431.0 and
	300 lb. at Sta. + 462.0(S/N 550-0627 through 550-0800)

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.

**II - Model 550, Citation II, (Transport Category), Approved March 24, 1978** (Cont'd)

Control Surface Movements	Elevator	Up	$17^{\circ} \pm 1^{\circ}, -0^{\circ}$	Down	$15^{\circ} \pm 1^{\circ}$
	Elevator trim tab - S/N 550-0001 through S/N 550-0576	Up	$15^{\circ} + 1^{\circ}, -0^{\circ}$	Down	$17^{\circ} + 1^{\circ}, -0^{\circ}$
	Elevator trim tab - S/N 550-0577 through 550-0800	Up	$17^{\circ} + 1^{\circ}, -0^{\circ}$	Down	$15^{\circ} + 1^{\circ}, -0^{\circ}$
	Rudder (perpendicular to hinge)	Right	$22^{\circ} \pm 1^{\circ}$	Left	$22^{\circ} \pm 1^{\circ}$
	Rudder trim tab (perpendicular to hinge)	Right	$10^{\circ} \pm 1^{\circ}$	Left	$10^{\circ} \pm 1^{\circ}$
	Aileron	Up	$19^{\circ} \pm 1^{\circ}$	Down	$15^{\circ} \pm 1^{\circ}$
	Aileron trim tab	Up	$20^{\circ} \pm 1^{\circ}$	Down	$20^{\circ} \pm 1^{\circ}$
	Wing flap			Down	$0^{\circ} \text{ to } 40^{\circ} \pm 1^{\circ}$
	Speed brake - Upper	Up	$0^{\circ} \text{ to } 58^{\circ} \pm 2^{\circ}$		
		See Airplane Maintenance Manual for rigging instructions			

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:
 

FAR §§ 25.934 and 25.1091(d)(2) as amended by Amendments 25-1 through 25-23; § 25.1401 as amended by Amendments 25-1 through 25-27; § 25.1387 as amended by Amendments 25-1 through 25-30; and §§ 25.1303(a)(2) and 25.1385(c) as amended by Amendments 25-1 through 25-38.

(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.
- (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 § 25.1439(b)(2)(ii), Protective Eye Equipment;
  - (d) FAR § 25.815, Passenger Cabin Aisle Width;
  - (e) FAR § 25.1305(r), Use of  $N_1$  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.
  - (h) FAR § 25.1549(a) and (b),  $N_2$  Digital Indicator Markings.
  - (i) FAR § 25.813(e), Frangible door for serial No: 550-0550 through 550-0800.
- (5) FAR § 25.801 ditching not complied with.
- (6) 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.	
Fuel	Jet A, Jet A-1, Jet B, JP-4, JP-5 or JP-8. For required use of anti-icing additives and emergency use of aviation gasoline, refer to the FAA Approved Airplane Flight Manual.	
Engine Limits	Static thrust, standard day, sea level:	
	Takeoff (5 min.)	2500 lb.
	Max. continuous	2375 lb.
	Max. permissible engine rotor operating speeds:	
	N <sub>1</sub> (Fan) 106 percent	16,854 r.p.m.
	N <sub>2</sub> (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 <sub>MO</sub> (Maximum operating)	
	Sea level to 8,000 ft.	260 KCAS (261 KIAS)
	8,000 ft. to 29,315 ft.	275 KCAS (276 KIAS)
	M <sub>MO</sub> Above 29,315 ft.	0.72 Mach (0.72 MIAS)
	V <sub>A</sub> (Sea level)	
	14,700 lb.	192 KCAS (192 KIAS)
	See AFM for variations with weight and altitude	
	V <sub>FE</sub> (Flaps extended)	
	35° (Landing)	174 KCAS (172 KIAS)
	20° (Takeoff and approach)	200 KCAS (200 KIAS)
	V <sub>MCA</sub> (Minimum control speed) Air	84 KCAS (83 KIAS)
	V <sub>MCG</sub> (Minimum control speed) Ground	75 KCAS (73 KIAS)
	V <sub>LO</sub> (Landing gear operating)	174 KCAS (172 KIAS)
	V <sub>LE</sub> (Landing gear extended)	174 KCAS (172 KIAS)
	V <sub>SB</sub> (Speed brakes extended)	Any speed with or without flaps
	See NOTE 21 for increased V <sub>LO</sub> and V <sub>LE</sub> .	
Tire Limit	Maximum ground speed	165 knots
C.G. Range (Landing Gear Extended) S/N S550-0001 through S550-0085		
Forward Limits:	Linear variation from 277.7 in. aft of datum (19.9% MAC) at 14,700 lb. to 273.7 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.	
Aft Limits:	284.2 in. aft of datum (28.0 % MAC) at 14,700 lb. or less.	
C.G. Range (Landing Gear Extended) S/N S550-0086 through 550-0160		
Forward Limits:	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.; 273.1 in. aft of datum (15.0% MAC) at 9,600 lb. or less.	
Aft Limits:	284.2 in. aft of datum (28.0 % MAC) at 15,100 lb. or less.	

**III - Model S550, Citation S/II, (Transport Category), Approved August 15, 1984** (Cont'd)

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 S550-0001	S/N S550-0086		
		<u>Through S550-0085</u>	<u>Through S550-0160</u>		
	Takeoff	14,700 lb.	15,100 lb.		
	Landing	14,000 lb.	14,400 lb.		
	Zero fuel	11,000 lb.	11,200 lb.		
Ramp	14,900 lb.	15,300 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	350 lb.	(at Sta. + 74.0)		
	Aft Cabin	400 lb.	(at Sta. +321.0)		
		200 lb.	(at Sta. +338.0)		
	Tailcone	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				
Maximum Operating Altitude	43,000 ft.				
Control Surface Movements	Elevator	Up	20° ±1°	Down	15° ±1°
	Elevator trim tab	Up	5° +1°, -0°	Down	17° +1°, -0°
	Rudder (perpendicular to hinge)	Right	22° ±1°	Left	22° ±1°
		Rudder trim tab (perpendicular to hinge)	Right	10° ±1°	Left
	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	Up	0° to 58° ±2°		
See Airplane Maintenance Manual for rigging instructions					

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

FAR §§ 25.251(e), 25.934 and 25.1091(d)(2) as amended by Amendments 25-1 through 25-23; § 25.1401 as amended by Amendments 25-1 through 25-27; § 25.1387 as amended by Amendments 25-1 through 25-30; §§ 25.787, 25.789, 25.791, 25.853, 25.855, 25.857, 25.1359 as amended by Amendments 25-1 through 25-32; §§ 25.1303(a)(2) and 25.1385(c) as amended by Amendments 25-1 through 25-38;
  - (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 N<sub>1</sub> 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.
  - (h) FAR § 25.1549(a) and (b), N<sub>2</sub> Digital Indicator Markings.
  - (i) 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.

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	Jet A, Jet A-1, Jet B, JP-4, JP-5 or JP-8. For required use of anti-icing additives, refer to the FAA Approved Airplane Flight Manual.

**IV - Model 552, Navy T-47A, (Transport Category), Approved November 21, 1984** (Cont'd)

Engine Limits	Static thrust, standard day, sea level:	
	Takeoff (5 min.)	2900 lb.
	Max. continuous	2900 lb.
	Max. permissible engine rotor operating speeds:	
	N <sub>1</sub> (Fan) 104 percent	16,540 r.p.m.
	N <sub>2</sub> (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	V <sub>MO</sub> (Maximum operating)	
	Sea level	355 KCAS (358 KIAS)
	27,425 ft.	299 KCAS (300 KIAS)
	Linear variation between altitudes	
	M <sub>MO</sub> Above 27,425 ft.	0.75 Mach (0.755 MIAS)
	V <sub>A</sub> (Sea level)	
	15,500 lb.	215 KCAS (216 KIAS)
	See AFM for variations with weight and altitude and optional configurations.	
	V <sub>FE</sub> (Flaps extended)	
	35° (Landing)	174 KCAS (173 KIAS)
	20° (Takeoff and approach)	200 KCAS (201 KIAS)
	V <sub>MCA</sub> (Minimum control speed) Air	85 KCAS ( 84 KIAS)
	V <sub>MCG</sub> (Minimum control speed) Ground	82 KCAS ( 78 KIAS)
	V <sub>LO</sub> (Landing gear operating)	174 KCAS (173 KIAS)
	V <sub>LE</sub> (Landing gear extended)	174 KCAS (173 KIAS)
	V <sub>SB</sub> (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	
Maximum Weight	Takeoff	15,500 lb.
	Landing	14,300 lb.
	Zero fuel	10,500 lb.
	Ramp	15,679 lb.

**IV - Model 552, Navv T-47A, (Transport Category), Approved November 21, 1984** (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 Fluid	Capacity: 3.4 lb. ARM 91.4 in. Approved Anti-Ice Fluid: TT-I-735 Isopropyl Alcohol		
Maximum Operating Altitude	43,000 ft.		
Control Surface Movements	Elevator	Up 20° ±1°	Down 15° ±1°
	Elevator trim tab	Up 5° +1°, -0°	Down 17° +1°, -0°
	Rudder	Right 22° ±1°	Left 22° ±1°
	(perpendicular to hinge)		
	Rudder trim tab	Right 10° ±1°	Left 10° ±1°
	(perpendicular to hinge)		
	Aileron	Up 16° +2°, -0°	Down 14° +2°, -0°
	Wing flap		Down 0° to 35° ±1°
	Speed brake - Upper	Up 0° to 58° ±2°	
	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;
  - (a) Additions:  
FAR §§ 25.251(e), 25.934 and 25.1091(d)(2) as amended by Amendments 25-1 through 25-23; § 25.1401 as amended by Amendments 25-1 through 25-27; § 25.1387 as amended by Amendments 25-1 through 25-30; §§ 25.1303 and 25.1385(c) as amended by Amendments 25-1 through 25-38; § 25.255 as amended by Amendments 25-1 through 25-42; and § 25.1001 as amended by Amendments 25-1 through 25-57.
  - (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.

**IV - Model 552, Navv T-47A, (Transport Category), Approved November 21, 1984** (Cont'd)

## Certification Basis (Cont'd)

- (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 N<sub>1</sub> for Power Presentation;
- (f) FAR § 25.773(b)(2), Use of clear vision area of windshield; and
- (g) FAR § 25.1549(a) and (b), N<sub>2</sub> Digital Indicator Markings.
- (5) 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.
- (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: 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	Jet A, Jet A-1, Jet B, JP-4, JP-5 or JP-8. For required use of anti-icing additives and emergency use of aviation gasoline, refer to the FAA Approved Airplane Flight Manual.		
Engine Limits	Static thrust, standard day, sea level:		
		<u>JT15D-5A</u>	<u>JT15D-5D</u>
	Takeoff (5 min.)	2900	3045
	Max. continuous	2900	3045
	Max. permissible engine rotor operating speeds:		
		<u>JT15D-5A</u>	<u>JT15D-5D</u>
	N <sub>1</sub> (Fan)	104%	100%
		16540 r.p.m.	16860 rpm
	N <sub>2</sub> (Gas Gen.)	96%	97%
		31450 rpm	31777 rpm
Engine Limits (Cont.)	Max. permissible interturbine gas temperatures:		
		<u>JT15D-5A</u>	<u>JT15D-5D</u>
	Takeoff	700° C	720° C
	Max. continuous	680° C	700° C
	Starting	550° C	550° C
	Transient (2 seconds)	720° C	740° C

**V - Model 560, Citation V and Citation Ultra, (Transport Category), Approved December 9, 1988** (Cont'd)

Airspeed Limits	V <sub>MO</sub> (Maximum operating)	
	Sea level to 8000 ft.	260 KCAS (261 KIAS)
	8000 ft. to 28,907 ft.	290 KCAS (292 KIAS)*
	M <sub>MO</sub> Above 28,907 ft.	0.75 Mach (0.755 MIAS)
	V <sub>A</sub> (Sea level)	
	15,900 lb.	201 KCAS (202 KIAS)
	See AFM for variations with weight and altitude	
	V <sub>FE</sub> (Flaps extended)	
	35° (Landing)	174 KCAS (173 KIAS)
	15° (Takeoff and approach)	199 KCAS (200 KIAS)
	7° (Takeoff)	199 KCAS (200 KIAS)

\*See NOTE 7 for restricted V<sub>MO</sub> for optional fuel weight configuration

V <sub>MCA</sub> (Minimum control speed) Air	84 KCAS ( 85 KIAS)
V <sub>MCG</sub> (Minimum control speed) Ground	85.5 KCAS ( 86 KIAS)
V <sub>LO</sub> (Landing gear operating extend)	249 KCAS (250 KIAS)
V <sub>LO</sub> (Landing gear operating retract)	199 KCAS (200 KIAS)
V <sub>LE</sub> (Landing gear extended)	290 KCAS (292 KIAS)
V <sub>SB</sub> (Speed brakes extended Any speed with or without flaps)	
See NOTE 22 for V <sub>LO</sub> and V <sub>LE</sub> 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.; 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.; 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	<u>S/N 560-0001</u>	<u>S/N 560-0260 **</u>
	<u>Through 560-0259</u>	<u>Through 560-0538</u>
	Takeoff	16,300 lb.
	Landing	15,200 lb.
	Zero fuel	12,200 lb.
	Ramp	16,500 lb.

\*See NOTE 7 for optional zero fuel weight

\*\* See NOTE 31

**V - Model 560, Citation V and Citation Ultra, (Transport Category), Approved December 9, 1988** (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)	200 lb. (at Sta. +462.0)	
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 Fluid	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 (perpendicular to hinge)	Right 22° +1°, -0°	Left 22° +1°, -0°	
		Rudder trim tab (perpendicular to hinge)	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 - 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:  
FAR §§ 25.251(e), 25.934 and 25.1091(d)(2) as amended by Amendments 25-1 through 25-23; § 25.1401 as amended by Amendments 25-1 through 25-27; § 25.1387 as amended by Amendments 25-1 through 25-30; §§ 25.787, 25.789, 25.791, 25.853, 25.855, 25.857, and 25.1359 as amended by Amendments 25-1 through 25-32; §§ 25.1303(a)(2) and 25.1385(c) as amended by Amendments 25-1 through 25-38.

**V - Model 560, Citation V and Citation Ultra, (Transport Category), Approved December 9, 1988** (Cont'd)

Certification Basis - Citation V - S/N 560-0001 through 560-0259 (Cont'd):

- (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.
- (2) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-15.
- (3) SFAR 27, as amended by Amendments 27-1 and 27-6, fuel venting.
- (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.
- (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 N<sub>1</sub> for Power Presentation;
  - (e) FAR § 25.773(b)(2), Use of clear vision area of windshield; and
  - (f) FAR § 25.1549(a) and (b), N<sub>2</sub> 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:  
FAR §§ 25.251(e), 25.934 and 25.1091(d)(2) as amended by Amendments 25-1 through 25-23; § 25.1401 as amended by Amendments 25-1 through 25-27; § 25.1387 as amended by Amendments 25-1 through 25-30; §§ 25.787, 25.789, 25.791, 25.853, 25.855, 25.857, and 25.1359 as amended by Amendments 25-1 through 25-32; §§ 25.1303(a)(2) and 25.1385(c) as amended by Amendments 25-1 through 25-38; § 25.305 as amended by Amendments 25-1 through 25-54; § 25.1001 as amended by Amendments 25-1 through 25-57.
  - (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).

**V - Model 560, Citation V and Citation Ultra, (Transport Category), Approved December 9, 1988** (Cont'd)

Certification Basis - Citation Ultra - S/N 560-0260 through 560-0538 (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 § 25.815, Passenger Cabin Aisle Width;
  - (d) FAR § 25.1305(r), Use of  $N_1$  for Power Presentation;
  - (e) FAR § 25.773(b)(2), Use of clear vision area of windshield; and
  - (f) FAR § 25.1549(a) and (b),  $N_2$  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.

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	Jet A, Jet A-1, Jet B, JP-5, or JP-8. For use of anti-icing additives, refer to the FAA Approved Airplane Flight Manual.	
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)
	$V_{FE}$ (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)

**VI - Model 550, (Bravo), (Transport Category), Approved January 8, 1997** (Cont'd)

Airspeed Limits (Cont'd)		
	V <sub>LO</sub> (Landing gear operating extend)	250 KCAS (250 KIAS)
	V <sub>LO</sub> (Landing gear operating retract)	200 KCAS (200 KIAS)
	V <sub>LE</sub> (Landing gear extended)	260 KCAS (260 KIAS)
	V <sub>SB</sub> (Speed brakes extend or retract)	Any speed with or without flaps
Tire Limit	Maximum ground speed	165 knots
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	Inflight	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

**VI - Model 550, (Bravo), (Transport Category), Approved January 8, 1997** (Cont'd)

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°
	(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 40° ±1°	
	Speed brake - Upper	Up 0° to 58° ±2°	
	See Airplane Maintenance Manual for rigging instructions		

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:  
FAR § 25.1401, as amended by Amendments 25-1 through 25-27; § 25.1387, as amended by Amendments 25-1 through 25-30; §§ 25.1303(a)(2) and 25.1385(c), as amended by Amendments 25-1 through 25-38; § 25.305, as amended by Amendments 25-1 through 25-54; §§ 25.125, 25.251, 25.337, 25.493, 25.731, 25.733, 25.735, 25.867, 25.869, 25.901, 25.903, 25.933, 25.934, 25.939, 25.943, 25.951, 25.952, 25.1001, 25.1041, 25.1043, 25.1045, 25.1091, 25.1093, 25.1103, 25.1121, 25.1123, 25.1143, 25.1163, 25.1165, 25.1181, 25.1183, 25.1185, 25.1189, 25.1195, 25.1197, 25.1203, 25.1205 (revoked), 25.1207, 25.1305, 25.1316, 25.1322, 25.1326, 25.1337, 25.1351, 25.1438, 25.1521, 25.1549 and 25.1551, as amended by 25-1 through 25-82.
  - (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 §§ 25.365, 25.831, 25.841, and 25.1447 as amended by Amendments 25-1 through 25-87.
- (2) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-21.
- (3) FAR Part 34 effective September 10, 1990, as amended by Amendment 34-1, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes.
- (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; and
  - (d) FAR § 25.1549(a) and (b), N<sub>2</sub> Digital Indicator Markings.
  - (e) FAR § 25.813(e) Frangible door.

**VI - Model 550, (Bravo), (Transport Category), Approved January 8, 1997** (Cont'd)

Certification Basis - S/N 550-0801 and on (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: 550-0801 and on

**VII - Model 560XL, (Excel) Approved April 22, 1998 & (XLS) Approved March 22, 2004 (Transport Category).**

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 and on (XLS)

Engines	<p><b>S/N 560-5001 through 560-5500</b> Two Pratt &amp; Whitney of Canada, Inc. PW545A Turbofans</p> <p><b>S/N 560-5501 and on.</b> Two Pratt &amp; Whitney of Canada, Inc. PW545B Turbofans</p>																																		
Fuel	Jet A, Jet A-1, Jet B, Jet 3, JP-4, JP-5, or JP-8. For use of anti-icing additives, refer to the FAA Approved Airplane Flight Manual.																																		
Engine Limits	<p><b>S/N 560-5001 through 560-5500</b> <b>PW545A Turbofans</b></p> <p>Static thrust standard day, sea level:</p> <table border="0"> <tr> <td>Takeoff (5 min.)</td> <td>3952 lb.</td> </tr> <tr> <td>Max. continuous</td> <td>3372 lb.</td> </tr> </table> <p>Max. permissible engine rotor operating speeds (PW 545A):</p> <table border="0"> <tr> <td>N<sub>1</sub> (Fan) 100 percent</td> <td>13,034 r.p.m.</td> </tr> <tr> <td>N<sub>2</sub> (Gas Gen.) 100 percent</td> <td>32,700 r.p.m. (S/N 560-5002 Only)</td> </tr> <tr> <td>N<sub>2</sub> (Gas Gen.) 101.8 percent</td> <td>33,289 r.p.m. (S/N 560-5001, 560-5003 thru 560-5500)</td> </tr> </table> <p>Max. permissible interturbine gas temperatures:</p> <table border="0"> <tr> <td>Takeoff</td> <td>720° C.</td> </tr> <tr> <td>Max. continuous</td> <td>720° C.</td> </tr> <tr> <td>Starting</td> <td>720° C.</td> </tr> <tr> <td>Transient (20 seconds)</td> <td>760° C.</td> </tr> </table> <p><b>S/N 560-5501 and on</b> <b>PW545B Turbofans</b></p> <p>Static thrust standard day, sea level:</p> <table border="0"> <tr> <td>Takeoff (5 min.)</td> <td>4119 lb.</td> </tr> <tr> <td>Max. continuous</td> <td>3372 lb.</td> </tr> </table> <p>Max. permissible engine rotor operating speeds (PW 545B):</p> <table border="0"> <tr> <td>N<sub>1</sub> (Fan) 100 percent</td> <td>13,034 r.p.m.</td> </tr> <tr> <td>N<sub>2</sub> (Gas Gen.) 102.8 percent</td> <td>33,622 r.p.m.</td> </tr> </table> <p>Max. permissible interturbine gas temperatures:</p> <table border="0"> <tr> <td>Takeoff</td> <td>740° C.</td> </tr> <tr> <td>Max. continuous</td> <td>720° C.</td> </tr> <tr> <td>Starting</td> <td>740° C.</td> </tr> <tr> <td>Transient (20 seconds)</td> <td>780° C.</td> </tr> </table>	Takeoff (5 min.)	3952 lb.	Max. continuous	3372 lb.	N <sub>1</sub> (Fan) 100 percent	13,034 r.p.m.	N <sub>2</sub> (Gas Gen.) 100 percent	32,700 r.p.m. (S/N 560-5002 Only)	N <sub>2</sub> (Gas Gen.) 101.8 percent	33,289 r.p.m. (S/N 560-5001, 560-5003 thru 560-5500)	Takeoff	720° C.	Max. continuous	720° C.	Starting	720° C.	Transient (20 seconds)	760° C.	Takeoff (5 min.)	4119 lb.	Max. continuous	3372 lb.	N <sub>1</sub> (Fan) 100 percent	13,034 r.p.m.	N <sub>2</sub> (Gas Gen.) 102.8 percent	33,622 r.p.m.	Takeoff	740° C.	Max. continuous	720° C.	Starting	740° C.	Transient (20 seconds)	780° C.
Takeoff (5 min.)	3952 lb.																																		
Max. continuous	3372 lb.																																		
N <sub>1</sub> (Fan) 100 percent	13,034 r.p.m.																																		
N <sub>2</sub> (Gas Gen.) 100 percent	32,700 r.p.m. (S/N 560-5002 Only)																																		
N <sub>2</sub> (Gas Gen.) 101.8 percent	33,289 r.p.m. (S/N 560-5001, 560-5003 thru 560-5500)																																		
Takeoff	720° C.																																		
Max. continuous	720° C.																																		
Starting	720° C.																																		
Transient (20 seconds)	760° C.																																		
Takeoff (5 min.)	4119 lb.																																		
Max. continuous	3372 lb.																																		
N <sub>1</sub> (Fan) 100 percent	13,034 r.p.m.																																		
N <sub>2</sub> (Gas Gen.) 102.8 percent	33,622 r.p.m.																																		
Takeoff	740° C.																																		
Max. continuous	720° C.																																		
Starting	740° C.																																		
Transient (20 seconds)	780° C.																																		

**VII - Model 560XL, (Excel) Approved April 22, 1998 & (XLS) Approved March 22, 2004 (Transport Category).** (Cont'd.)

Airspeed Limits	V <sub>MO</sub> (Maximum operating)	
	Sea level to 8,000 ft.	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>FE</sub> (Flaps extended)	
	35° (Landing)	175 KCAS (174 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 324.29 in. aft of datum (21.39% MAC) at 20,200 lb. to 318.93 in. aft of datum (15.81 % 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 and on**

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.

Empty Wt. C.G. Range None

Datum Zero reference datum is 221.0 inches forward of the leveling screw just aft of the cabin door on W.L. 127.25.

MAC 82.231 in. (Leading edge of MAC 306.593 in. aft of datum)  
NOTE: This is reference MAC for basic wing without tip.

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

\*S/N 560-5001 through 560-5500                      S/N 560-5501 and on  
\* See Note 32.

Maximum Weight	Takeoff	20,000 lb.	Takeoff	20,200 lb.
	Landing	18,700 lb.	Landing	18,700 lb.
	Zero fuel	15,000 lb.	Zero fuel	15,100 lb.
	Ramp	20,200 lb.	Ramp	20,400 lb.

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

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)

**VII - Model 560XL, (Excel) Approved April 22, 1998 & (XLS) Approved March 22, 2004 (Transport Category).**

(Cont'd.)

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.		
Control Surface Movements	Elevator (with stabilizer at + 1°)	Up 19° + 1°, - 0°	Down 15° ± 1°
	Elevator trim tab (with stabilizer at + 1°)	Up 5° ± 1°	Down 15° ± 1°
	Rudder (perpendicular to hinge)	Right 22° ± 1°	Left 22° + 1°, - 0°
	For Aircraft with rudder bias system installed		
	Rudder (perpendicular to hinge)	Right 28 + 0.5°, -0° Left 28 + 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:

- (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:

FAR §§ 25.305, 25.321, 25.331, 25.333, 25.335, 25.341, 25.343, 25.345, 25.349, 25.371, 25.373, 25.391, 25.427, and 25.1517 as amended by Amendment 25-86; and, FAR § 25.351 as amended by Amendment 25-91.

## (b) Exceptions (as shown in table):

SECTION NO.	TITLE	EFFECTIVE AMENDMENT	EXCEPTIONS [Not Part of Cert. Basis]
25.562	Emergency landing dynamic conditions.	25-82 Applicable	§§ 25.562(c)(5) and (c)(6)
25.571	Damage-tolerance and fatigue evaluation of structure.	25-82 Applicable	§ 25.571(e)(1)
25.631	Bird strike damage.	None, this section is not part of cert. basis.	§ 25.631 not applicable
25.671	Control Systems – General. <ul style="list-style-type: none"> <li>Applicable to the 2-position horizontal stabilizer.</li> <li>All other airplane control systems.</li> </ul>	25-82  Original Issue Applicable (25-1 through 25-17)	None  § 25.671 as amended by Amdts. 25-23 and later, not applicable
25.677	Trim Systems. <ul style="list-style-type: none"> <li>Applicable to the 2-position horizontal stabilizer.</li> <li>All other airplane trim systems, including the elevator trim.</li> </ul>	25-82  Original Issue Applicable (25-1 through 25-17)	None  § 25.677 as amended by Amdts. 25-23 and later, not applicable

25.1309	<p>Equipment, systems, and installations.</p> <ul style="list-style-type: none"> <li>• Applicable to Electronic Flight Instrument systems (Honeywell Primus 1000 Cockpit Display), Flight Guidance, hydraulic, electrical, pressurization system, and 2-position horizontal stabilizer only.</li> <li>• All other airplane systems.</li> </ul>	<p>25-82</p> <p>Original Issue Applicable (25-1 through 25-17)</p>	<p>None</p> <p>§ 25.1309 as amended by Amdts. 25-23 and later, not applicable.</p>
---------	--	--	--

- (2) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-21.
- (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: Exemption number 6706 granted. Model 560XL exempt from requirements of FAR § 25.677(b) for horizontal stabilizer position indicator.
- (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); and
  - (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.

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

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

Serial Numbers Eligible: 560-0539 through 560-0750 (Encore)

Engines	Two Pratt & Whitney of Canada, Inc. PW535A turbofans		
Fuel	Jet A, Jet A-1.		
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:		
	N <sub>1</sub> (Fan)	100%	15,850 rpm
	N <sub>2</sub> (Gas Gen.)	100%	33,970 rpm

**VIII - Model 560, (Encore) (Transport Category), Approved April 26, 2000** (Cont'd)

Max. permissible interturbine gas temperatures:		
	Takeoff	700° C
	Max. continuous	700° C
	Starting	740° C
	Transient (20 seconds)	740° C
Airspeed Limits	V <sub>MO</sub> (Maximum operating)	
	Sea level to 8,000 ft.	260 KCAS (262 KIAS)
	8,000 ft. to 28,907 ft.	290 KCAS (292 KIAS)
	M <sub>MO</sub> Above 28,907 ft.	0.75 Mach (0.755 MIAS)
	V <sub>A</sub> (Sea level)	
	16,630 lb.	220 KCAS (221 KIAS)
	See AFM for variations with weight and altitude	
	V <sub>FE</sub> (Flaps extended)	
	35° (Landing)	173 KCAS (173 KIAS)
	15° (Takeoff and approach)	199 KCAS (200 KIAS)
	7° (Takeoff)	199 KCAS (200 KIAS)
	V <sub>MCA</sub> (Minimum control speed Air)	84 KCAS (86 KIAS)
	V <sub>MCG</sub> (Minimum control speed Ground)	
	15° (Takeoff)	95 KCAS (92 KIAS)
	7° (Takeoff)	99 KCAS (96 KIAS)
	V <sub>LO</sub> (Landing gear operating extend)	249 KCAS (250 KIAS)
	V <sub>LO</sub> (Landing gear operating retract)	199 KCAS (200 KIAS)
	V <sub>LE</sub> (Landing gear extended)	249 KCAS (250 KIAS)
	V <sub>SB</sub> (Speed brakes extended)	Any speed with or without flaps
Tire Limit	Maximum ground speed	190 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.
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	16,630 lb.
	Landing	15,200 lb.
	Zero fuel	12,600 lb.
	Ramp	16,830 lb.
Minimum Crew	For all flights: 2 persons (pilot and co-pilot)	
No. of Seats	Up to 13 (2 Pilots, up to 11 Passengers)	

**VIII - Model 560, (Encore) (Transport Category), Approved April 26, 2000** (Cont'd)**Certification Basis:**

## 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.

## Control Surfaces Movements

Elevator	Up	18° +1°, -½°	Down	15° ±1°
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.

- (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:

§ 25.625 as amended by Amendments 25-1 through 25-17, and;

§ 25.1401 as amended by Amendments 25-1 through 25-27, and;

§§ 25.787, 25.789, 25.791, 25.853, 25.855, 25.857, and 25.1359 as amended by Amendments 25-1 through 25-32, and;

§ 25.1303(a)(2) as amended by Amendments 25-1 through 25-38, and;

§ 25.305 as amended by Amendments 25-1 through 25-54, and;

§§ 25.119, 25.121, 25.125, 25.143, 25.145, 25.149, 25.201, 25.203, 25.251, 25.253, 25.337, 25.361, 25.363, 25.371, 25.471, 25.473, 25.479, 25.481, 25.483, 25.485, 25.489, 25.491, 25.493, 25.509, 25.611, 25.721, 25.723, 25.725, 25.727, 25.731, 25.733, 25.735, 25.863, 25.865, 25.867, 25.869, 25.901, 25.933, 25.934, 25.939, 25.943, 25.951, 25.952, 25.959, 25.961, 25.965, 25.977, 25.979, 25.994, 25.995, 25.997, 25.999, 25.1001, 25.1041, 25.1043, 25.1045, 25.1091, 25.1093, 25.1103, 25.1121, 25.1123, 25.1141, 25.1143, 25.1145, 25.1163, 25.1165, 25.1181, 25.1183, 25.1185, 25.1189, 25.1195, 25.1197, 25.1199; 25.1203, 25.1205(revoked), 25.1207, 25.1305, 25.1316, 25.1322, 25.1326, 25.1337, 25.1351, 25.1385(c), 25.1387, 25.1419, 25.1438, 25.1521, 25.1529, 25.1549, and 25.1551 as amended by Amendments 25-1 through 25-91, and;

## (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:
  - (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.

FAR § 25.1309 as amended by Amendments 25-1 through 25-91.

- (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), N<sub>2</sub> 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 - The Model 560 (Encore+) (Transport Category) Approved December 14, 2006**

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

Serial Numbers Eligible: 560-0751 through 560-5000 (Encore +)

Engines	Two Pratt & Whitney of Canada, Inc. PW535B turbopfans	
Fuel	Jet A, Jet A-1, JP-5 or JP-8	
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:	
	N <sub>1</sub> (Fan)	100% 15,850 rpm
	N <sub>2</sub> (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 <sub>MO</sub> (Maximum operating)	
	Sea level to 8,000 ft.	260 KCAS (262 KIAS)
	8,000 ft. to 28,907 ft.	290 KCAS (292 KIAS)
	M <sub>MO</sub> Above 28,907 ft.	0.75 Mach (0.755 MIAS)
	V <sub>A</sub> (Sea level)	
	16,830 lb.	220 KCAS (221 KIAS)
	See AFM for variations with weight and altitude	
	V <sub>FE</sub> (Flaps extended)	
	35° (Landing)	173 KCAS (173 KIAS)
	15° (Takeoff and approach)	199 KCAS (200 KIAS)
	7° (Takeoff)	199 KCAS (200 KIAS)
	V <sub>MCA</sub> (Minimum control speed Air)	84 KCAS (86 KIAS)
	V <sub>MCG</sub> (Minimum control speed Ground)	
	15° (Takeoff)	95 KCAS (92 KIAS)
	7° (Takeoff)	99 KCAS (96 KIAS)
	V <sub>LO</sub> (Landing gear operating extend)	249 KCAS (250 KIAS)
	V <sub>LO</sub> (Landing gear operating retract)	199 KCAS (200 KIAS)
	V <sub>LE</sub> (Landing gear extended)	249 KCAS (250 KIAS)
	V <sub>SB</sub> (Speed brakes extended)	Any speed with or without flaps

**IX - The Model 560 (Encore+) (Transport Category) Approved December 14, 2006**

(Continued)

Tire Limit	Maximum ground speed	190 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	12,600 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.	
Control Surfaces Movements		
Elevator	Up	18° +1°, -½°
	Down	15° ±1°
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.	

**IX - The Model 560 (Encore+) (Transport Category) Approved December 14, 2006**

(Continued)

**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:
- § 25.625 as amended by Amendments 25-1 through 25-17, and;
- § 25.1401 as amended by Amendments 25-1 through 25-27, and;
- §§ 25.787, 25.789, 25.791, 25.853, 25.855, 25.857, and 25.1359 as amended by Amendments 25-1 through 25-32, and;
- § 25.1303(a)(2) as amended by Amendments 25-1 through 25-38, and;
- § 25.305 as amended by Amendments 25-1 through 25-54, and;
- §§ 25.119, 25.121, 25.125, 25.143, 25.145, 25.149, 25.201, 25.203, 25.251, 25.253, 25.337, 25.361, 25.363, 25.371, 25.471, 25.473, 25.479, 25.481, 25.483, 25.485, 25.489, 25.491, 25.493, 25.509, 25.611, 25.721, 25.723, 25.725, 25.727, 25.731, 25.733, 25.735, 25.863, 25.865, 25.867, 25.869, 25.901, 25.933, 25.934, 25.939, 25.943, 25.951, 25.952, 25.959, 25.961, 25.965, 25.977, 25.979, 25.994, 25.995, 25.997, 25.999, 25.1001, 25.1041, 25.1043, 25.1045, 25.1091, 25.1093, 25.1103, 25.1121, 25.1123, 25.1141, 25.1143, 25.1145, 25.1163, 25.1165, 25.1181, 25.1183, 25.1185, 25.1189, 25.1195, 25.1197, 25.1199; 25.1203, 25.1205(revoked), 25.1207, 25.1305, 25.1316, 25.1322, 25.1326, 25.1337, 25.1351, 25.1385(c), 25.1387, 25.1419, 25.1438, 25.1521, 25.1529, 25.1549, and 25.1551 as amended by Amendments 25-1 through 25-91, And;
- §25.901, 25.903(a)(b)(c)(e) and (f), 25.933, 25.934, 25.939, 25.943 as amended by Amendments 25-1 through 25-117
- (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.
- 14 CFR § 25.1309 as amended by Amendments 25-1 through 25-91.
- (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.
- (3) 14 CFR 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.

**IX - The Model 560 (Encore+) (Transport Category) Approved December 14, 2006**

(Continued)

- (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. 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.  
Type Certificate No. A22CE issued September 9, 1971.

Production Basis      Production Certificate No. PC-4 effective June 1, 1985, or later issue. Production Certificate No. PC-312 effective September 9, 1971, through May 31, 1985. Effective February 15, 1985, and on, Production Certificate No. PC-4 is applicable to all spares production. See NOTE 14 for latest issue date of PC-4 and specific effectivity on airplane models and serial numbers.

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

**IX – The Model 560 (Encore+) (Transport Category) Approved December 14, 2006**

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

Serial Nos. Eligible: 560-0539 through 560-5000

Application for Type Certificate dated July 16, 1968.  
Type Certificate No. A22CE issued September 9, 1971.

Production Basis Production Certificate No. PC-4 effective June 1, 1985, or later issue. Production Certificate No. PC-312 effective September 9, 1971, through May 31, 1985. Effective February 15, 1985, and on, Production Certificate No. PC-4 is applicable to all spares production. See NOTE 14 for latest issue date of PC-4 and specific effectivity on airplane models and serial numbers.

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

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

Unusable fuel	96.0 lb. at +247.0 in.	(500, S/N 500-0001 through 500-0040)
	200.5 lb. at +247.0 in.	(500, S/N 500-0001 through 500-0040 incorporating SB500-28-10)
	58.0 lb. at +247.0 in.	(500, S/N 500-0041 through 500-0689)
	138.4 lb. at +247.0 in.	(500, S/N 500-0041 through 500-0689 incorporating SB500-28-10)
	52.8 lb. at +298.4 in.	(550, S/N 550-0001 through 550-0800)
	47.2 lb. at +281.7 in.	(550, S/N 550-0801 and on)
	60.0 lb. at +285.5 in.	(S550, S/N S550-0001 through S550-0160)
	20.0 lb. at +288.0 in.	(552)
	20.0 lb. at +308.0 in.	(560 Citation V and Ultra, S/N 560-0001 through 560-0538)
	37.8 lb. at +333.5 in.	560XL S/N 560-5001 and on
	35.1 lb. at + 289.1 in.	(560 Encore, S/N 560-0539 through 560-0750)
	34.8 lb. at +289.1 in.	(560 Encore+, S/N 560-0751 through 560-5000)

Full oil	34.3 lb. at +322.0 in.	(500 with JT15D-1 engine)
	33.1 lb. at +322.0 in.	(500 with JT15D-1A engine)
	34.7 lb. at +367.0 in.	(550, S/N 550-0001 through 550-0800)
	34.7 lb. at +367.0 in.	(S550)
	31.2 lb. at +367.0 in.	(552)
	31.3 lb. at +387.0 in.	(560 Citation V, S/N 560-0001 through 560-0259)
	32.2 lb. at +387.0 in.	(560 Ultra, S/N 560-0260 through 560-0538)
	19.3 lb. at +366.9 in.	(550 Bravo, 550-0801 and on)
	23.7 lb. at +433.9 in.	560XL S/N 560-5001 and on
34.1 lb. at +387.0 in.	(560 Encore and Encore+, S/N 560-0539 through 560-5000)	

Hydraulic fluid	27.5 lb. at +284.0 in.	(500)
	16.3 lb. at +341.8 in.	(550, S/N 550-0001 through 550-0733)
	31.5 lb. at +300.3 in.	(S550 and 552)
	31.5 lb. at +320.3 in.	(560 Citation V and Ultra, S/N 560-0001 through 560-0538)
	17.8 lb. at +342.7 in.	(550, S/N 550-0801 and on)
	34.2 lb. at +354.0 in.	560XL S/N 560-5001 and on
	21.7 lb. at +284.0 in.	(560 Encore, S/N 560-0539 through 560-0750)
	15.4 lb. at 228.02 in.	(560 Encore+, S/N 560-0571 through 560-5000)

Anti-Ice fluid (Airframe)	15.2 lb. at +82.3 in.	(S550)
	65.5 lb. at +86.3 in.	(552)

Anti-Ice fluid (Windshield)	3.4 lb. at +91.4 in.	(500, 550, S550, 552, and 560 Citation V and Ultra S/N 560-0001 through 560-0538)
	3.4 lb. at +91.5 in.	(560 Encore and Encore+, S/N 560-0539 through 560-5000)

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

Model	AFM P/N (Or later approved revision)	Maintenance Manual P/N (Or later revision)
500	500FM057	500MM030
550	55FM-41	55MM23
550 Bravo	55BFM-06	55BMM06
S550	S55FM-43	S55MM08
552	552FM08	552MMS01
560 Citation V	56FM-11	56MM11
560 Ultra	56FMA-08	56MM11
560XL (Excel)	56XFM-03	56XMM06
560XL-(XLS)	56XFMA-00	56XMM19
560 Encore	56FMB-01	56MM12
560 Encore+	56FMC-00	56MM22

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.

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

Model S550 S/N S550-0001 through S550-0085 are eligible for the Maximum Weights and C.G. Range applicable to S/N S550-0086 and up when modified in accordance with Cessna Service Bulletin SBS550-11-1.

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 550-0549 conforming to ECR EC04574 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. 11,000 lb. zero fuel weight provision is standard at S/N 550-0550 through 550-0800.

Model 560 S/N 560-0001 through 560-0259 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 12. Model 550 S/N 550-0021 through 550-0505 and S/N 550-0550 through 550-0800 conforming to ECR EC08691 are eligible to carry a maximum of 13 people.
- 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 500-0687 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.
- 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. The venting of flammable vapors away from operating tailcone equipment has been satisfactorily demonstrated by flight test demonstration of the differential between tailcone internal and external area pressures. This demonstration was accomplished only with certain equipment installed and operating. Equipment installations or other modifications to the tailcone which add additional ignition sources or possibly affect tailcone differential pressures must be coordinated with the Wichita Aircraft Certification Office.
- 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 SBS550-32-08 are eligible to operate at the following  $V_{LO}$  and  $V_{LE}$ :

	Model 550 - SB550-32-14		Model S550 – SBS550-32-08		
	11,000 lb. ZFW	9,500 lb. ZFW	Gravel Kit	Std. Acft.	Gravel Kit
$V_{LO}$ (Landing gear operating extend)	248 KCAS	248 KCAS	198 KCAS	250 KCAS	200 KCAS
$V_{LO}$ (Landing gear operating retract)	198 KCAS	198 KCAS	198 KCAS	202 KCAS	200 KCAS
$V_{LE}$ (Landing gear extended)	260 KCAS	275 KCAS	198 KCAS	278 KCAS	202 KCAS

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:

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

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

NOTE 23. Model 552, S/N 552-0001 through S/N 552-0011, S/N 552-0013, and S/N 552-0015 destroyed. S/N 552-0012 and S/N 552-0014 are permanently out of service.

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;  
S/N 550-0809 through 550-0820, and S/N 550-0822 through 550-0823, Cessna Service Bulletin SB550-34-64.

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:

Model 550 (Bravo) S/N 550-0801 and on:	4.00 sq. in.
Model 560 (Citation V and Ultra) S/N 560-0001 through 560-0538:	4.00 sq. in.
Model 560XL	3.98 sq. in.
Model 560 (Encore and Encore+) S/N 560-0539 through 560-5000:	4.00 sq. in.

NOTE 27. Model 560XL. (s/n 560–5001 through 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 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 and on) Left divider assembly (part no. 4589029-1) or equivalent must always be installed when the LH aft toilet or LH aft side-facing seat 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.

Model 500 Citation/Citation I	S/N 500-0275 through 500-0689 that have accomplished Cessna Service Bulletin SB500-34-65.
Model 550 Citation II	S/N 550-0002 through 550-0800 that have accomplished Cessna Service Bulletin SB550-34-79.
Model S550 Citation SII	S/N S550-0001 through S550-0160 that have accomplished Cessna Service Bulletin SBS550-34-36.
Model 560 Citation V	S/N 560-0001 through 560-0259 that have accomplished Cessna Service Bulletin SB 560-34-97.
Model 560 Ultra	S/N 560-0260 through 560-0525 that have accomplished Cessna Service Bulletin SB560-34-79, and S/N 560-0526 through 560-0538.
Model 550 Bravo	S/N 550-0801 through 550-0872 that have accomplished Cessna Service Bulletin SB550-34-70, and S/N 550-0873 and on.
Model 560XL	S/N 560-5001 and on.
Model 560 Encore Model 560 Encore+	S/N 560-0539 through 560-0750 S/N 560-0751 through 560-5000.

Each operator must obtain RVSM operating approval directly from the FAA.

- NOTE 31. Model 560 aircraft s/n 560-0387, -0392, -0404, -0410, -0415, -0420, -0426, -0452, -0456, -0462, -0468, -0472, -0495, -0501, -0505, -508, -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. The Instructions for Continued Airworthiness for the Encore+, S/N 560-0751 through 560-5000 are incomplete at the time of Type Certification. The Model 560 Encore+ will be eligible for a standard airworthiness certificate when the ICA are complete and FAA approved.

...END...