

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

A22CE
Revision 72
Textron Aviation Inc.
500
550
S550
552
560
560XL
April 20, 2021

TYPE CERTIFICATE DATA SHEET NO. A22CE

This data sheet which is part of Type Certificate No. A22CE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder Textron Aviation Inc.
One Cessna Boulevard
Wichita, Kansas 67215

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

I. Model 500, Citation and Citation I, (Transport Category), Approved September 9, 1971

The Model 500 Citation and Citation I are defined by Cessna Airplane Assembly Drawing Number 5500000.

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

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.)	2200 lb.
Max. continuous	2090 lb.

Max. permissible engine rotor operational speeds:

N ₁ (Fan) JT15D-1 99 percent	15,840 r.p.m.
N ₁ (Fan) JT15D-1A 102.1 percent	16,336 r.p.m.
N ₁ (Fan) JT15D-1B 103.4 percent	16,540 r.p.m.
N ₂ (Gas gen.) 95 percent	31,120 r.p.m.

Max. permissible interturbine gas temperatures:

Takeoff	700° C.
Max. continuous	680° C.
Starting	500° C.
Transient (2 seconds)	720° C.

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I. Model 500 (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 thru 500-0349)	287 knots*
	14,000 ft. to 28,000 ft. (S/N 500-0350 thru 500-0689)	275 knots*
M _{MO}	Above 26,000 ft. (S/N 500-0001 thru 500-0349)	0.70 Mach
	Above 28,000 ft. (S/N 500-0350 thru 500-0689)	0.70 Mach
V _A (Sea level)	10,850 lb. (S/N 500-0001 thru 500-0070)	178 knots
	11,500 lb. (S/N 500-0071 thru 500-0302)	182 knots
	11,850 lb. (S/N 500-0303 thru 500-0349) (S/N 500-0350 thru 500-0689)	185 knots 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)	
40° (Landing)	174 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 thru 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 thru 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 thru 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 (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 thru 500-0070 (See NOTE 5)	S/N 500-0071 thru 500-0302 (See NOTE 5)	S/N 500-0303 thru 500-0689
	Takeoff	10,850 lb.	11,500 lb.
	Landing	10,400 lb.	11,000 lb.
	Zero fuel*	8,400 lb.	8,400 lb.
	Ramp	11,000 lb.	11,650 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 thru 0040) Total 277 each; usable 272 each (S/N 500-0041 thru 0213) Total 287 each; usable 282 each (S/N 500-0214 thru 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 thru 0213) (See NOTE 10) 41,000 ft. (S/N 500-0214 thru 500-0689)		
Control Surface Movements	Elevator	Up 20° ±1°	Down 15° ±1°
	Elevator trim tab	Up 7° +1°, -0° (S/N 500-0001 thru 500-0129)	Down 18° +1°, -0°
		Up 10° +1°, -0° (S/N 500-0130 thru 500-0689)	Down 19° +1°, -0°
	Rudder (perpendicular to hinge)	Right 22° ±1°	Left 22° ±1°
	Rudder trim tab (perpendicular to hinge)	Right 10° +1°	Left 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 (cont'd)**Certification Basis**

- (1) FAR Part 25 effective February 1, 1965, as amended by Amendments 25-1 thru 25-17, and the following:
 - (a) Additions:
FAR §§ 25.934, 25.1091(d)(2) as amended by Amendments 25-1 thru 25-23; 25.1387 as amended by Amendments 25-1 thru 25-30; 25.1385, 25.1303(a)(2) as amended by Amendments 25-1 thru 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.
 - (b) 25-674-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 16, 2017. See the applicability section of this special condition for more information on which design changes must meet it.
- (4) Equivalent levels of safety as follows:
 - (a) FAR 25.807(d), Emergency exits ditching.
 - (b) FAR 25.1199(b)(c), Fire Bottle Pressure Relief Valve.
 - (c) FAR 25.1439(b)(2)(ii), Protective Eye Equipment.
 - (d) FAR 25.815, Passenger Cabin Aisle Width.
 - (e) FAR 25.1305(r), Use of N₁ for Power Presentation.
 - (f) FAR 25.773(b)(2), Use of clear vision area of windshield.
 - (g) FAR 25.1331(a)(1), Location of pressure gage to indicate adequate power to bank and pitch indicator.
- (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 25.1387 as amended by Amendments 25-1 thru 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 on

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 turboprops or Pratt and Whitney Aircraft JT15D-4 turboprops.	
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 ₁ (Fan) JT15D-4 104 percent	16,540 r.p.m.
	N ₂ (Gas Gen.) 96 percent	31,450 r.p.m.
	Max. permissible interturbine gas temperatures:	
	Takeoff	700° C.
	Max. continuous	680° C.
	Starting	500° C.
	Transient (2 seconds)	720° C.

II. Model 550 (cont'd)

Airspeed Limits (CAS)	V _{MO} (Maximum operating)	
	Sea level to 14,000 ft.	260 knots
	14,000 ft. to 28,000 ft.	275 knots
	Sea level to 30,500 ft.	260 knots
	M _{MO} Above 30,500 ft.	0.70 Mach
		(S/N 550-0550 thru 550-0800)
	V _A (Sea level)	
	13,300 ft.	186 knots
	See AFM for variations with weight and altitude and optional configurations	
	V _B (Speed for max. gust intensity)	210 knots
	V _{FE} (Flaps extended)	
	40° (Landing)	174 knots
	15° (Takeoff and approach)	200 knots
	V _{MCA} (Minimum control speed) Air	75 knots
	V _{MCG} (Minimum control speed) Ground	62 knots
	V _{LO} (Landing gear operating)	174 knots
	(S/N 550-0001 thru 550-0626)	
	V _{LO} (Landing gear operating extend)	248 knots
	(S/N 550-0627 thru 550-0800)	
	V _{LO} (Landing gear operating retract)	198 knots
	(S/N 550-0627 thru 550-0800)	
	V _{LE} (Landing gear extended)	174 knots
	(S/N 550-0001 thru 550-0626)	
	V _{LE} (Landing gear extended)	260 knots
	(S/N 550-0627 thru 550-0800)	
	V _{SB} (Speed brakes extended)	Any speed with or without flaps

See NOTE 7 for restricted V_{MO} for optional fuel weight configuration,
S/N 550-0001 thru 550-0549.

See NOTE 21 for increased V_{LO} and V_{LE} for S/N 550-0001 thru 550-0626.

C.G. Range (Landing Gear Extended) S/N 550-0001 thru 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.

C.G. Range (Landing Gear Extended) S/N 550-0627 thru 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 <u>thru 550-0626</u>	S/N 550-0627 <u>thru 550-0800</u>
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 thru 550-0549)

II. Model 550 (cont'd)

Minimum Crew	For all flights: 2 persons (pilot and co-pilot)				
No. of Seats	Up to 13 (2 Pilots, up to 11 Passengers) See NOTE 12				
Maximum Baggage	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 thru 550-0626)		
		200 lb. at Sta. +	431.0 and 300 lb. at Sta. + 462.0(S/N 550-0627 thru 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.				
Control Surface Movements	Elevator	Up	20° ±1°	Down	15° ±1°
	Elevator trim tab - S/N 550-0001 thru S/N 550-0576	Up	15° +1°, -0°	Down	17° +1°, -0°
	Elevator trim tab - S/N 550-0577 thru 550-0800	Up	17° +1°, -0°	Down	15° +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	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 57° ±3°		
		See Airplane Maintenance Manual for rigging instructions			

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

- (1) FAR Part 25 effective February 1, 1965, as amended by Amendments 25-1 thru 25-17, and the following:
 - (a) Additions:
FAR §§ 25.934 and 25.1091(d)(2) as amended by Amendments 25-1 thru 25-23; 25.1401 as amended by Amendments 25-1 thru 25-27; 25.1387 as amended by Amendments 25-1 thru 25-30; 25.1303(a)(2) and 25.1385(c) as amended by Amendments 25-1 thru 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 thru 25-38; 25.1309, 25.1321(a)(b)(d)(e), 25.1331, 25.1333, 25.1335 as amended by Amendments 25-1 thru 25-41.
- (2) FAR Part 36 effective December 1, 1969.
- (3) SFAR 27, as amended by Amendments 27-1 and 27-2, fuel venting.
- (4) Special Conditions as follows:
 - (a) 25-25-CE-4, additional requirements for systems, airframe, flight and propulsion. See NOTE 28.
 - (b) 25-674-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 16, 2017. See the applicability section of this special condition for more information on which design changes must meet it.

II. Model 550 (cont'd)**Certification Basis (S/N 550-001 thru 550-0505 and 550-0550 thru 550-0800)** (cont'd)

- (5) Equivalent levels of safety as follows:
- (a) FAR 25.807(d), Emergency exits ditching.
 - (b) FAR 25.1199(b)(c), Fire Bottle Pressure Relief Valve.
 - (c) FAR 25.1439(b)(2)(ii), Protective Eye Equipment.
 - (d) FAR 25.815, Passenger Cabin Aisle Width.
 - (e) FAR 25.1305(r), Use of N₁ for Power Presentation.
 - (f) FAR 25.773(b)(2), Use of clear vision area of windshield.
 - (g) FAR 25.1331(a)(1), Location of pressure gage to indicate adequate power to bank and pitch indicator.
 - (h) FAR 25.1549(a)(b), N₂ Digital Indicator Markings.
 - (i) FAR 25.813(e), Frangible door for S/N 550-0550 thru 550-0800.
- (6) FAR 25.801 ditching not complied with.
- (7) Compliance with ice protection has been demonstrated in accordance with FAR 25.1419.

Serial Nos. Eligible 550-0001 thru 550-0505 and 550-0550 thru 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 turbopfans.	
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 ₁ (Fan) 106 percent	16,854 r.p.m.
	N ₂ (Gas Gen.) 97 percent	31,777 r.p.m.
	Max. permissible interturbine gas temperatures:	
	Takeoff	710° C.
	Max. continuous	690° C.
	Starting	500° C.
	Transient (2 seconds)	730° C.
Airspeed Limits	V _{MO} (Maximum operating)	
	Sea level to 8,000 ft.	260 KCAS (261 KIAS)
	8,000 ft. to 29,315 ft.	275 KCAS (276 KIAS)
	M _{MO} Above 29,315 ft.	0.72 Mach (0.72 MIAS)
	V _A (Sea level)	
	14,700 lb.	192 KCAS (192 KIAS)
	See AFM for variations with weight and altitude	
	V _{FE} (Flaps extended)	
	35° (Landing)	174 KCAS (172 KIAS)
	20° (Takeoff and approach)	200 KCAS (200 KIAS)
	V _{MCA} (Minimum control speed) Air	84 KCAS (83 KIAS)
	V _{MCG} (Minimum control speed) Ground	75 KCAS (73 KIAS)

III. Model S550 (cont'd)

Airspeed Limits (cont'd)	V _{LO} (Landing gear operating)	174 KCAS (172 KIAS)
	V _{LE} (Landing gear extended)	174 KCAS (172 KIAS)
	V _{SB} (Speed brakes extended)	Any speed with or without flaps
	See NOTE 21 for increased V _{LO} and V _{LE} .	
Tire Limit	Maximum ground speed	165 knots
C.G. Range (Landing Gear Extended) S/N S550-0001 thru 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 thru S550-0160	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.	
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 <u>thru S550-0085</u>	S/N S550-0086 <u>thru S550-0160</u>
	Takeoff	14,700 lb.
	Landing	14,000 lb.
	Zero fuel	11,000 lb.
	Ramp	14,900 lb.
		15,100 lb.
		14,400 lb.
		11,200 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	

III. Model S550 (cont'd)

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	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 35° ±1°
	Speed brake - Upper	Up	0° to 58° ±2°		
See Airplane Maintenance Manual for rigging instructions					

Certification Basis

- (1) FAR Part 25 effective February 1, 1965, as amended by Amendments 25-1 through 25-17, and the following:
 - (a) Additions:
FAR §§ 25.251(e), 25.934, 25.1091(d)(2) as amended by Amendments 25-1 thru 25-23; 25.1401 as amended by Amendments 25-1 thru 25-27; 25.1387 as amended by Amendments 25-1 thru 25-30; 25.787, 25.789, 25.791, 25.853, 25.855, 25.857, 25.1359 as amended by Amendments 25-1 thru 25-32; 25.1303(a)(2), 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 thru 25-38; 25.1309, 25.1321(a)(b)(d)(e), 25.1331, 25.1333, 25.1335 as amended by Amendments 25-1 thru 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.
 - (b) 25-674-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 16, 2017. See the applicability section of this special condition for more information on which design changes must meet it.
- (5) Equivalent levels of safety as follows:
 - (a) FAR 25.807(d), Emergency exits ditching.
 - (b) FAR 25.1199(b)(c), Fire Bottle Pressure Relief Valve.
 - (c) FAR 25.1439(b)(2)(ii), Protective Eye Equipment.
 - (d) FAR 25.815, Passenger Cabin Aisle Width.
 - (e) FAR 25.1305(r), Use of N₁ for Power Presentation.
 - (f) FAR 25.773(b)(2), Use of clear vision area of windshield.
 - (g) FAR 25.1331(a)(1), Location of pressure gage to indicate adequate power to bank and pitch indicator.
 - (h) FAR 25.1549(a)(b), N₂ 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 thru 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.	
Engine Limits	Static thrust, standard day, sea level:	
	Takeoff (5 min.)	2900 lb.
	Max. continuous	2900 lb.
	Max. permissible engine rotor operating speeds:	
	N ₁ (Fan) 104 percent	16,540 r.p.m.
	N ₂ (Gas Gen.) 96 percent	31,450 r.p.m.
	Max. permissible interturbine gas temperatures:	
	Takeoff	700° C.
	Max. continuous	680° C.
	Starting	550° C.
	Transient (2 seconds)	720° C.
Airspeed Limits	V _{MO} (Maximum operating)	
	Sea level	355 KCAS (358 KIAS)
	27,425 ft.	299 KCAS (300 KIAS)
	Linear variation between altitudes	
	M _{MO} Above 27,425 ft.	0.75 Mach (0.755 MIAS)
	V _A (Sea level)	
	15,500 lb.	215 KCAS (216 KIAS)
	See AFM for variations with weight and altitude and optional configurations.	
	V _{FE} (Flaps extended)	
	35° (Landing)	174 KCAS (173 KIAS)
	20° (Takeoff and approach)	200 KCAS (201 KIAS)
	V _{MCA} (Minimum control speed) Air	85 KCAS (84 KIAS)
	V _{MCG} (Minimum control speed) Ground	82 KCAS (78 KIAS)
	V _{LO} (Landing gear operating) 174 KCAS (173 KIAS)	
	V _{LE} (Landing gear extended)	174 KCAS (173 KIAS)
	V _{SB} (Speed brakes extended)	Any speed with or without flaps
Tire Limit	Maximum ground speed	165 knots
C.G. Range (Landing Gear Extended)		
	Forward Limits:	Linear variation from 279.1 in. aft of datum (21.69% MAC) at 15,500 lb. to 274.4 in. aft of datum (15.82% MAC) at 9,400 lb.; 274.4 in. aft of datum (15.82% MAC) at 9,400 lb. or less.
	Aft Limits:	282.6 in. aft of datum (26.0 % MAC) at 15,500 lb. or less.
Empty Wt. C.G. Range	None	
Datum	94.0 in. forward of the front face of the forward pressure bulkhead.	
MAC	80.98 in. (L.E. of MAC at Sta. +261.56) NOTE: This is reference MAC for basic wing without cuff	
Leveling Means	Seat Rails	

IV. Model 552 (cont'd)

Maximum Weight	Takeoff	15,500 lb.			
	Landing	14,300 lb.			
	Zero fuel	10,500 lb.			
	Ramp	15,679 lb.			
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	$20^{\circ} \pm 1^{\circ}$	Down	$15^{\circ} \pm 1^{\circ}$
	Elevator trim tab	Up	$5^{\circ} +1^{\circ}, -0^{\circ}$	Down	$17^{\circ} +1^{\circ}, -0^{\circ}$
	Rudder	Right	$22^{\circ} \pm 1^{\circ}$	Left	$22^{\circ} \pm 1^{\circ}$
	(perpendicular to hinge)				
	Rudder trim tab	Right	$10^{\circ} \pm 1^{\circ}$	Left	$10^{\circ} \pm 1^{\circ}$
	(perpendicular to hinge)				
	Aileron	Up	$16^{\circ} +2^{\circ}, -0^{\circ}$	Down	$14^{\circ} +2^{\circ}, -0^{\circ}$
	Wing flap	Down	$0^{\circ} \text{ to } 35^{\circ} \pm 1^{\circ}$		
Speed brake - Upper	Up	$0^{\circ} \text{ to } 58^{\circ} \pm 2^{\circ}$			
	See Airplane Maintenance Manual for rigging instructions				

Certification Basis

- (1) FAR Part 25 effective February 1, 1965, as amended by Amendments 25-1 thru 25-17, and the following:
 - (a) Additions:
FAR §§ 25.251(e), 25.934, 25.1091(d)(2) as amended by Amendments 25-1 thru 25-23; 25.1401 as amended by Amendments 25-1 thru 25-27; § 25.1387 as amended by Amendments 25-1 thru 25-30; 25.1303, 25.1385(c) as amended by Amendments 25-1 thru 25-38; 25.255 as amended by Amendments 25-1 thru 25-42; 25.1001 as amended by Amendments 25-1 thru 25-57.
 - (b) Addition for aileron boost system only:
FAR 25.671 and 25.672 as amended by Amendments 25-1 thru 25-23.
- (2) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 thru 36-12.
- (3) SFAR 27, as amended by Amendments 27-1 and 27-2, fuel venting.

IV. Model 552 (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.
 - (b) 25-674-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 16, 2017. See the applicability section of this special condition for more information on which design changes must meet it.
- (5) Equivalent levels of safety as follows:
- (a) FAR 25.807(d), Emergency exits ditching.
 - (b) FAR 25.1199(b)(c), Fire Bottle Pressure Relief Valve.
 - (c) FAR 25.1439(b)(2)(ii), Protective Eye Equipment.
 - (d) FAR 25.815, Passenger Cabin Aisle Width.
 - (e) FAR 25.1305(r), Use of N₁ for Power Presentation.
 - (f) FAR 25.773(b)(2), Use of clear vision area of windshield.
 - (g) FAR 25.1549(a)(b), N₂ Digital Indicator Markings.
- (6) Exemption: Exemption Number NM-105 granted. Model 552 exempt from requirements of FAR 25.1303 and 25.1321 for required instruments, instrument panel arrangement and visibility of instruments.
- (7) FAR 25.801 ditching not complied with.
- (8) Compliance with ice protection has been demonstrated in accordance with FAR 25.1419.

Serial Nos. Eligible 552-0001 thru 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 thru 560-0259
Two Pratt & Whitney of Canada, Inc.
JT15D-5A turbofans

S/N 560-0260 thru 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 ₁ (Fan)	104%	100%
	16540 r.p.m.	16860 rpm
N ₂ (Gas Gen.)	96%	97%
	31450 rpm	31777 rpm
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** (cont'd)

Airspeed Limits	V _{MO} (Maximum operating)	
	Sea level to 8000 ft.	260 KCAS (261 KIAS)
	8000 ft. to 28,907 ft.	290 KCAS (292 KIAS)*
	M _{MO} Above 28,907 ft.	0.75 Mach (0.755 MIAS)
	V _A (Sea level)	
	15,900 lb.	201 KCAS (202 KIAS)
See AFM for variations with weight and altitude		
	V _{FE} (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_{MO} for optional fuel weight configuration

V _{MCA} (Minimum control speed) Air	84 KCAS (85 KIAS)
V _{MCG} (Minimum control speed) Ground	85.5 KCAS (86 KIAS)
V _{LO} (Landing gear operating extend)	249 KCAS (250 KIAS)
V _{LO} (Landing gear operating retract)	199 KCAS (200 KIAS)
V _{LE} (Landing gear extended)	290 KCAS (292 KIAS)
V _{SB} (Speed brakes extended Any speed with or without flaps)	

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

Tire Limit	Maximum ground speed	165 knots
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C.G. Range (Landing Gear Extended) S/N 560-0001 thru 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 thru 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
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Datum	94.0 in. forward of the front face of the forward pressure bulkhead.
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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
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Maximum Weight	<u>S/N 560-0001</u>	<u>S/N 560-0260 **</u>
	<u>thru 560-0259</u>	<u>thru 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** (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 thru 560-0259	350 lb. (at Sta. + 74.0)			
	Nose Compartment S/N 560-0260 thru 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 thru 560-0259 Two engine-mounted tanks: Total 8.1 each; usable 4.8 each ARM = +387.0 in.				
	S/N 560-0260 thru 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
	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) FAR Part 25 effective February 1, 1965, as amended by Amendments 25-1 through 25-17, and the following:

(a) Additions:

FAR §§ 25.251(e), 25.934, 25.1091(d)(2) as amended by Amendments 25-1 thru 25-23; 25.1401 as amended by Amendments 25-1 thru 25-27; 25.1387 as amended by Amendments 25-1 thru 25-30; 25.787, 25.789, 25.791, 25.853, 25.855, 25.857, 25.1359 as amended by Amendments 25-1 thru 25-32; 25.1303(a)(2), 25.1385(c) as amended by Amendments 25-1 thru 25-38.

(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 thru 25-38; 25.1309, 25.1321(a)(b)(d)(e), 25.1331, 25.1333, and 25.1335 as amended by Amendments 25-1 thru 25-41.

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

- (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.
 - (c) 25-674-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 16, 2017. See the applicability section of this special condition for more information on which design changes must meet it.
- (5) Equivalent levels of safety as follows:
 - (a) FAR 25.807(d), Emergency exits ditching.
 - (b) FAR 25.1199(b)(c), Fire Bottle Pressure Relief Valve.
 - (c) FAR 25.815, Passenger Cabin Aisle Width.
 - (d) FAR 25.1305(r), Use of N₁ for Power Presentation.
 - (e) FAR 25.773(b)(2), Use of clear vision area of windshield.
 - (f) FAR 25.1549(a)(b), N₂ Digital Indicator Markings.
 - (g) FAR 25.813(e), Frangible door.
- (6) FAR 25.801 ditching not complied with.
- (7) Compliance with ice protection has been demonstrated in accordance with FAR 25.1419.

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

- (1) FAR Part 25 effective February 1, 1965, as amended by Amendments 25-1 thru 25-17, and the following;
 - (a) Additions:
FAR §§ 25.251(e), 25.934, 25.1091(d)(2) as amended by Amendments 25-1 thru 25-23; 25.1401 as amended by Amendments 25-1 thru 25-27; 25.1387 as amended by Amendments 25-1 thru 25-30; 25.787, 25.789, 25.791, 25.853, 25.855, 25.857, 25.1359 as amended by Amendments 25-1 thru 25-32; 25.1303(a)(2), 25.1385(c) as amended by Amendments 25-1 thru 25-38; 25.305 as amended by Amendments 25-1 thru 25-54; 25.1001 as amended by Amendments 25-1 thru 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 thru 25-38; 25.1309, 25.1321(a)(b)(d)(e), 25.1331, 25.1333, 25.1335 as amended by Amendments 25-1 thru 25-41.
- (2) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 thru 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).
 - (d) 25-674-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 16, 2017. See the applicability section of this special condition for more information on which design changes must meet it.

V. **Model 560** (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)(c), Fire Bottle Pressure Relief Valve.
 - (c) FAR 25.815, Passenger Cabin Aisle Width.
 - (d) FAR 25.1305(r), Use of N₁ for Power Presentation.
 - (e) FAR 25.773(b)(2), Use of clear vision area of windshield.
 - (f) FAR 25.1549(a)(b), N₂ Digital Indicator Markings.
 - (g) FAR 25.813(e), Frangible door.
- (6) FAR 25.801 ditching not complied with.
- (7) Compliance with ice protection has been demonstrated in accordance with FAR 25.1419.

Serial Nos. Eligible 560-0001 thru 560-0259 (Citation V)
 560-0260 thru 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)
	V _{LO} (Landing gear operating extend)	250 KCAS (250 KIAS)
	V _{LO} (Landing gear operating retract)	200 KCAS (200 KIAS)
	V _{LE} (Landing gear extended)	260 KCAS (260 KIAS)
	V _{SB} (Speed brakes extend or retract)	Any speed with or without flaps

VI. **Model 550** (cont'd)

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	In-flight	Forward C.G. Limit: 9,147 lb. Aft C.G. Limit: 8,670 lb.
		NOTE: Linear variation between forward and aft limits.
Minimum Crew	For all flights: 2 persons (pilot and co-pilot)	
No. of Seats	Up to 13 (2 pilots, up to 11 Passengers)	
Maximum Baggage	Nose compartment (w/std equip.)	350 lb. at Sta. + 74.0
	Aft cabin	600 lb. at Sta. +321.0
	Tailcone	300 lb. at Sta. +414.0 and 200 lb. at Sta. +442.0
Fuel Capacity (Gal.)	Two wing tanks: Total 363.5 each; usable 360 each ARM 287.0 in.	
	See NOTE 1 for data on unusable fuel	
Oil Capacity (Quarts)	Two engine mounted tanks: Total 5.0 each; usable 1.9 each ARM 366.85 in	
Maximum Operating Altitude	43,000 ft. (S/N 550-0801 thru 550-0820) (S/N 550-0822 thru 550-0823)	
	45,000 ft. (S/N 550-0821, 550-0824 and on) See NOTE 25 for S/N 550-0801 thru 550-0820 & 550-0822 thru 550-0823	
Control Surface Movements	Elevator	Up 20° ±1° Down 15° ±1°
	Elevator trim tab	Up 7° +1°, -1° Down 8° +1°, -1°
	Rudder (perpendicular to hinge)	Right 22° ±1° Left 22° ±1°
	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 40° ±1°
	Speed brake - Upper	Up 0° to 58° ±2°
	See Airplane Maintenance Manual for rigging instructions	

VI. Model 550 (cont'd)**Certification Basis (S/N 550-0801 and on)**

- (1) FAR Part 25 effective February 1, 1965, as amended by Amendments 25-1 thru 25-17, and the following:
 - (a) Additions:

FAR §§ 25.1401, as amended by Amendments 25-1 thru 25-27; § 25.1387, as amended by Amendments 25-1 through 25-30; 25.1303(a)(2), 25.1385(c), as amended by Amendments 25-1 thru 25-38; 25.305, as amended by Amendments 25-1 thru 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, 25.1551, as amended by 25-1 thru 25-82.
 - (b) Additions for the Electronic Flight Instrument Systems only:

FAR §§ 25.1301, 25.1303(b) as amended by Amendments 25-1 thru 25-38; 25.1309, 25.1321(a)(b)(d)(e), 25.1331, 25.1333, 25.1335 as amended by Amendments 25-1 thru 25-41.
 - (c) Additions for airplanes approved for High Altitude Operation (45,000 feet) only:
 1. FAR §§ 25.571(b)(5), 25.1529 as amended by Amendments 25-1 thru 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, 25.1447 as amended by Amendments 25-1 thru 25-87.
- (2) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 thru 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).
 - (b) 25-674-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 16, 2017. See the applicability section of this special condition for more information on which design changes must meet it.
- (5) Equivalent levels of safety as follows:
 - (a) FAR 25.807(d), Emergency exits ditching.
 - (b) FAR 25.815, Passenger Cabin Aisle Width.
 - (c) FAR 25.773(b)(2), Use of clear vision area of windshield.
 - (d) FAR 25.1549(a) and (b), N₂ Digital Indicator Markings.
 - (e) FAR 25.813(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 550-0801 and on

VII. Model 560XL (Excel) Approved April 22, 1998, (XLS) Approved March 22, 2004, (XLS+) Approved May 30, 2008 (Transport Category)

The Model 560XL is defined by Cessna Airplane Assembly Drawing Number 6600000.

Serial Nos. Eligible: 560-5001 thru 560-5500 (Excel)
 Serial Nos. Eligible: 560-5501 thru 560-6000 (XLS)
 Serial Nos. Eligible: 560-6001 and on (XLS+)

VII. Model 560XL (cont'd)

Engines	<p>S/N 560-5001 thru 560-5500 Two Pratt & Whitney of Canada, Inc. PW545A Turbofans</p> <p>S/N 560-5501 thru 560-6000 Two Pratt & Whitney of Canada, Inc. PW545B Turbofans</p> <p>S/N 560-6001 and on Two Pratt & Whitney of Canada, Inc. PW545C Turbofans</p>																																
Fuel	<p>560-5001 thru 560-5500 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.</p> <p>560-5501 thru 560-6000 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.</p> <p>560-6001 and on Jet A, Jet A-1, Jet 3, JP-5, or JP-8. For use of anti-icing additives, refer to the FAA Approved Airplane Flight Manual.</p>																																
Engine Limits	<p>S/N 560-5001 thru 560-5500 PW545A Turbofans</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>N₁ (Fan) 100 percent</td> <td>13,034 r.p.m.</td> </tr> <tr> <td>N₂ (Gas Gen.) 101.8 percent</td> <td>33,289 r.p.m.</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>S/N 560-5501 thru 560-6000 PW545B Turbofans</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>N₁ (Fan) 100 percent</td> <td>13,034 r.p.m.</td> </tr> <tr> <td>N₂ (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 ₁ (Fan) 100 percent	13,034 r.p.m.	N ₂ (Gas Gen.) 101.8 percent	33,289 r.p.m.	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 ₁ (Fan) 100 percent	13,034 r.p.m.	N ₂ (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 ₁ (Fan) 100 percent	13,034 r.p.m.																																
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Takeoff	720° C.																																
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Takeoff	740° C.																																
Max. continuous	720° C.																																
Starting	740° C.																																
Transient (20 seconds)	780° C.																																

VII. Model 560XL (cont'd)

Engine Limits (cont'd)	S/N 560-6001 and on PW545C Turbofans	
	Static thrust standard day, sea level:	
	Takeoff (5 min.)	4119 lb.
	Max. continuous	3372 lb.
	Max. permissible engine rotor operating speeds (PW 545C):	
	N ₁ (Fan) 100 percent	13,034 r.p.m.
	N ₂ (Gas Gen.) 102.8 percent	33,622 r.p.m.
	Max. permissible interturbine gas temperatures:	
	Takeoff	740° C.
	Max. continuous	720° C.
	Starting	740° C.
	Transient (20 seconds)	780° C.
Airspeed Limits	V _{MO} (Maximum operating)	
	Sea level to 8,000 ft.	261 KCAS (260 KIAS)
	8,000 ft. to 26,515 ft.	306 KCAS (305 KIAS)
	M _{MO} Above 26,515 ft.	0.752 Mach (0.750 MIAS)
	V _A (Sea level)	
	20,000 lb.	196 KCAS (195 KIAS)
	See AFM for variations with weight and altitude and optional configurations.	
	V _B (Speed for max. gust intensity)	211 KCAS (210 KIAS)
	V _{FE} (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 _{MCA} Air (Takeoff) [Min control speed]	90 KCAS (90 KIAS)
	V _{MCL} Air (Landing) [Min control speed]	92 KCAS (92 KIAS)
	V _{MCG} (Minimum control speed) Ground	98 KCAS (98 KIAS)
	V _{LO} (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 thru 560-5500	
Forward Limits:	Linear variation from 324.18 in. aft of datum (21.39% MAC) at 20,200 lb. to 318.92 in. aft of datum (15.00 % MAC) at 11,500 lb.	
Aft Limits:	331.26 in. aft of datum (30.0% MAC) from 15,000 lb. thru 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. thru 20,200 lb.	
	*See NOTE 32.	
C.G. Range (Landing Gear Extended)	S/N 560-5501 thru 560-6000	
Forward Limits:	Linear variation from 324.29 in. aft of datum (21.52% MAC) at 20,400 lb. to 318.92 in. aft of datum (15.00 % MAC) at 11,500 lb.	
Aft Limits:	331.26 in. aft of datum (30.0% MAC) from 15,000 lb. thru 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. thru 20,400 lb.	

VII. Model 560XL (cont'd)

C.G. Range (Landing Gear Extended)	S/N 560-6001 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. thru 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. thru 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.			
Maximum Weight	<u>*S/N 560-5001 thru 560-5500</u>		<u>S/N 560-5501 thru 560-6000</u>	
	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.
	*See NOTE 32.			
Minimum Weight	In-flight	12,400 lb.	In-flight	12,400 lb.
	<u>S/N 560-6001 and on</u>			
Maximum Weight	Takeoff	20,200 lb.		
	Landing	18,700 lb.		
	Zero fuel	15,100 lb.		
	Ramp	20,400 lb.		
Minimum Weight	In-flight	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			
Maximum Baggage	Tailcone: 700 lb. at 431.0 in. aft of datum			
Fuel Capacity (Gal.)	Two wing tanks: Total 505.8 each; usable 503.0 each ARM 328.8 in. aft of datum See NOTE 1 for data on unusable fuel.			
Oil Capacity (Quarts)	Two engine mounted tanks: Total 7.5 each; usable 0.6 each ARM 433.9 in. aft of datum			
Maximum Operating Altitude	45,000 ft.			

VII. Model 560XL (cont'd)

Control Surface 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°, -0° Left 22° + 1°, - 0°	
	For Aircraft with rudder bias system installed		
	Rudder (perpendicular to hinge)	Right 28 + 0.5°, -0° Left 28.5 + 0.5°, -0°	
	Rudder trim tab (perpendicular to hinge with Rudder centered)	Right 11.5° ± 0.5° Left 11.5° ± 0.5°	
	Aileron	Up 19° ± 1°	Down 15° ± 1°
	Aileron trim tab	Up 20° ± 2°	Down 20° ± 2°
	Wing flap	0°, and extend 7°, 15°, 35° ± 1°	
	Speed brake - Upper	Up 60° ± 2°	
	- Lower	Up 65° ± 2°	
	2-position Horizontal stabilizer		
	T/O & Landing	- 2° + 0°, - 0.1°	
	Cruise	+ 1° + 0.1°, - 0°	
	See Airplane Maintenance Manual for rigging instructions.		

Certification Basis, Excel and XLS

- (1) FAR Part 25 effective February 1, 1965, as amended by Amendments 25-1 thru 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, 25.1517 as amended by Amendment 25-86; 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)(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"> Applicable to the 2-position horizontal stabilizer. All other airplane control systems. 	25-82 Original Issue Applicable (25-1 thru 25-17)	None 25.671 as amended by Amdts. 25-23 and On, not applicable
25.677	Trim Systems. <ul style="list-style-type: none"> Applicable to the 2-position horizontal stabilizer. All other airplane trim systems, including the elevator trim. 	25-82 Original Issue Applicable (25-1 thru 25-17)	None 25.677 as amended by Amdts. 25-23 and On, not applicable
25.1309	Equipment, systems, and installations. <ul style="list-style-type: none"> Applicable to Electronic Flight Instrument systems (Honeywell Primus 1000 Cockpit Display), Flight Guidance, hydraulic, electrical, pressurization system, and 2-position horizontal stabilizer only. All other airplane systems. 	25-82 Original Issue Applicable (25-1 thru 25-17)	None 25.1309 as amended by Amdts. 25-23 and On, not applicable.

VII. Model 560XL (cont'd)**Certification Basis, Excel and XLS** (cont'd)

- (2) For EXCEL: FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 thru 36-21.
For XLS: FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 thru 36-28
- (3) FAR Part 34 effective September 10, 1990 as amended by Amendment 34-1.
- (4) Special Conditions as follows:
 - (a) 25-ANM-79, effects of High Intensity Radiated Fields (HIRF). The portions associated with System Lightning Protection do not apply.
 - (b) 25-ANM-21, High Altitude Operation (45,000 feet). See NOTE 26.
 - (c) 25-674-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 16, 2017. See the applicability section of this special condition for more information on which design changes must meet it.
- (5) Exemption:
 - (a) Exemption Number 6706 granted. Model 560XL exempt from requirements of FAR 25.677(b) for horizontal stabilizer position indicator.
 - (b) Exemption Number 8621 granted. Model 560XL exempt from requirements of FAR 25.813(e) for installation of interior doors between passenger compartments.
- (6) Equivalent levels of safety as follows:
 - (a) FAR 25.807(e), Emergency exits ditching (involves water barrier).
 - (b) FAR 25.815, Passenger Cabin Aisle Width; (See NOTE 29).
 - (c) FAR 25.813(e), Lavatory door installation between passenger compartments.
 - (d) FAR 25.811(d)(1); 25.812(b)(1)(i), Emergency exit markings and locator signs.
 - (e) FAR 25.841(b)(6), Takeoff and landing operations at high elevation airports.
 - (f) FAR 25.1549(a)(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, 25.1587, Rejected takeoff distance and landing performance criteria (includes worn brake criteria).
 - (h) FAR 25.1305(a)(4)(5)(6)(c)(1)(3), 25.1549(a) thru (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.
 - (j) FAR 25.1301(a)(d), 25.1303(a)(3), 25.1309(a)(b)(d)(e), 25.1316, 25.1327, 25.1331, 25.1333, 25.1547, 25.1351(d), 25.1353(a)(c), 25.1459(e), Electric Standby Direction Indicator (Compass) (Applies to XLS)
- (7) FAR 25.801 ditching not complied with.
- (8) Compliance with ice protection has been demonstrated in accordance with FAR 25.1419.

Certification Basis XLS+

- (1) FAR Part 25 effective February 1, 1965, as amended by Amendments 25-1 thru 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, 25.1517 as amended by Amendment 25-86; 25.351 as amended by Amendment 25-91.

FAR §§ 25.901, 25.903, 25.933, 25.934, 25.939, 25.943 as amended by Amendments 25-1 thru 25-117 for main engine installations.

FAR §§ 25.1317(b) as amended by Amendment 25-1 thru 25-122, is applicable to Global Positioning System Sensor for S/N 560-6247 and on.

VII. **Model 560XL** (cont'd)**Certification Basis XLS+** (cont'd)

(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)(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"> • Applicable to the 2-position horizontal stabilizer. • All other airplane control systems. 	25-82 Original Issue Applicable (25-1 thru 25-17)	None 25.671 as amended by Amdts. 25-23 and On, not applicable
25.677	Trim Systems. <ul style="list-style-type: none"> • Applicable to the 2-position horizontal stabilizer. • All other airplane trim systems, including the elevator trim. 	25-82 Original Issue Applicable (25-1 thru 25-17)	None 25.677 as amended by Amdts. 25-23 and On, not applicable
25.1309	Equipment, systems, and installations. <ul style="list-style-type: none"> • Applicable to Electronic Flight Instrument systems (Rockwell Collins ProLine 21), Flight Guidance, hydraulic, electrical, pressurization system, and 2-position horizontal stabilizer only. • All other airplane systems. • FADEC Installation 	25-82 Original Issue Applicable (25-1 thru 25-17) 25-117	None 25.1309 as amended by Amdts. 25-23 and On, not applicable

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

(3) FAR Part 34 effective September 10, 1990 as amended by Amendment 34-1.

(4) Special Conditions as follows:

- (a) 25-ANM-79, effects of High Intensity Radiated Fields (HIRF). The portions associated with System Lightning Protection do not apply.
- (b) 25-ANM-21, High Altitude Operation (45,000 feet). See NOTE 26.
- (c) 25-674-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 16, 2017. See the applicability section of this special condition for more information on which design changes must meet it.

(5) Exemption:

- (a) Exemption Number 6706 granted. Model 560XL exempt from requirements of FAR 25.677(b) for horizontal stabilizer position indicator.
- (b) Exemption Number 8621 granted. Model 560XL exempt from requirements of FAR 25.813(e) for installation of interior doors between passenger compartments.

VII. Model 560XL (cont'd)**Certification Basis XLS+** (cont'd)

- (6) Equivalent levels of safety as follows:
- (a) FAR 25.807(e), Emergency exits ditching (involves water barrier).
 - (b) FAR 25.815, Passenger Cabin Aisle Width; (See NOTE 29).
 - (c) FAR 25.813(e), Lavatory door installation between passenger compartments.
 - (d) FAR 25.811(d)(1), 25.812(b)(1)(i), Emergency exit markings and locator signs.
 - (e) FAR 25.841(b)(6), Takeoff and landing operations at high elevation airports.
 - (f) FAR 25.1549(a)(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, 25.1587, Rejected takeoff distance and landing performance criteria (includes worn brake criteria).
 - (h) FAR 25.1305(a)(4)(5)(6)(c)(1)(3), 25.1549(a) thru (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
 - (j) ELOS #AT4531WI-T-SE-1, FAR §§ 25.1301(a)(d), 25.1303(a)(3), 25.1309(a)(b)(d)(e), 25.1316, 25.1327, 25.1331, 25.1333, 25.1547, 25.1351(d), 25.1353(a)(c), 25.1459(e), Electric Standby Direction Indicator (Compass).
 - (k) ELOS #AT4531WI-T-P-1, dated March 20, 2008, 21.21(b)(1), 25.1549, Use of Numeric Digital Only Display for Engine High-Pressure Turbine Speed (N2) and Engine Fuel Flow (Wf), and Standby N1, N2, and ITT.
 - (l) ELOS #AT4531WI-T-SE-2, dated May 30, 2008, 25.1397(c), 25.1401(d), Exterior Lighting Chromaticity Requirements.
- (7) FAR § 25.801 ditching not complied with.
- (8) Compliance with ice protection has been demonstrated in accordance with FAR § 25.1419.

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

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

Engines	Two Pratt & Whitney of Canada, Inc. PW535A turbfans	
Fuel	Jet A, Jet A-1, Jet B, JP-4, JP-5, 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 ₁ (Fan)	100% 15,850 rpm
	N ₂ (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

VIII. Model 560 (cont'd)

Airspeed Limits	V _{MO} (Maximum operating)	
	Sea level to 8,000 ft.	260 KCAS (262 KIAS)
	8,000 ft. to 28,907 ft.	290 KCAS (292 KIAS)
	M _{MO} Above 28,907 ft.	0.75 Mach (0.755 MIAS)
	V _A (Sea level)	
	16,630 lb.	193 KCAS (194 KIAS)
	See AFM for variations with weight and altitude	
	V _{FE} (Flaps extended)	
	35° (Landing)	173 KCAS (173 KIAS)
	15° (Takeoff and approach)	199 KCAS (200 KIAS)
7° (Takeoff)	199 KCAS (200 KIAS)	
V _{MCA} (Minimum control speed Air)	84 KCAS (86 KIAS)	
V _{MCG} (Minimum control speed Ground)		
15° (Takeoff)	95 KCAS (92 KIAS)	
7° (Takeoff)	99 KCAS (96 KIAS)	
V _{LO} (Landing gear operating extend)	249 KCAS (250 KIAS)	
V _{LO} (Landing gear operating retract)	199 KCAS (200 KIAS)	
V _{LE} (Landing gear extended)	249 KCAS (250 KIAS)	
V _{LSB} (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 299.29 in. aft of datum (21.89% MAC) at 16,830 lb. to 296.14 in. aft of datum (18.0% MAC) at 12,400 lb.; 296.14 in. aft of datum (18.0% MAC) at 12,400 lb. or less.	
Aft Limits:	304.23 in. aft of datum (28.0 % MAC) at 16,830 lb. or less.	
	* See NOTE 33	
Empty Wt. C.G. Range	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.
	* See NOTE 33	
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	

VIII. Model 560 (cont'd)

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.				

Certification Basis

(1) FAR Part 25 effective February 1, 1965, as amended by Amendments 25-1 thru 25-17, and the following:

(a) Additions:

FAR §§ 25.625 as amended by Amendments 25-1 thru 25-17; 25.1401 as amended by Amendments 25-1 thru 25-27; 25.787, 25.789, 25.791, 25.853, 25.855, 25.857, 25.1359 as amended by Amendments 25-1 thru 25-32; 25.1303(a)(2) as amended by Amendments 25-1 thru 25-38; 25.305 as amended by Amendments 25-1 thru 25-54; 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, 25.1551 as amended by Amendments 25-1 thru 25-91.

(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 thru 25-38; 25.1309, 25.1321(a)(b)(d)(e), 25.1331, 25.1333, 25.1335 as amended by Amendments 25-1 thru 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 thru 25-91.

VIII. Model 560 (cont'd)**Certification Basis** (cont'd)

- (2) FAR Part 36 effective December 1, 1969, Noise Standards, as amended by Amendments 36-1 through 36-21.
- (3) FAR Part 34 effective September 10, 1990, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes, as amended by Amendments 34-1 through 34-3.
- (4) Special Conditions as follows:
 - (a) 25-ANM-21, additional requirements for High Altitude Operation (45,000 feet).
 - (b) 25-ANM-79, additional requirements for High Intensity Radiated Fields (HIRF) only.
 - (c) 25-25-CE-4, additional requirements for Turbine engine powerplant installation [Paragraphs 3, Inflight restart capability; 6, Turbine engine powerplant installation; and 7, Engine ignition system only].
 - (d) 25-674-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 16, 2017. See the applicability section of this special condition for more information on which design changes must meet it.
- (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)(b), N₂ Digital Indicator Markings.
 - (d) FAR 25.813(e), Frangible door.
 - (e) FAR 25.807(d), Emergency exits ditching.
 - (f) FAR 25.841(b)(6), Cabin Pressurization – High Altitude Takeoff and Landing.
- (6) FAR 25.801 ditching not complied with.
- (7) Compliance with ice protection has been demonstrated in accordance with FAR 25.1419.

Serial Nos. Eligible 560-0539 thru 560-0750.

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

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

Engines	Two Pratt & Whitney of Canada, Inc. PW535B turbofans		
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 ₁ (Fan)	100%	15,850 rpm
	N ₂ (Gas Gen.)	100%	33,970 rpm
	Max. permissible interturbine gas temperatures:		
	Takeoff		700° C
	Max. continuous		700° C
Starting		740° C	
Transient (20 seconds)		740° C	
Airspeed Limits	V _{MO} (Maximum operating)		
	Sea level to 8,000 ft.		260 KCAS (262 KIAS)
	8,000 ft. to 28,907 ft.		290 KCAS (292 KIAS)
	M _{MO} Above 28,907 ft.		0.75 Mach (0.755 MIAS)

IX. Model 560 (Encore+) (cont'd)

Airspeed Limits (cont'd)

V_A (Sea level)	16,830 lb.	193 KCAS (194 KIAS)
See AFM for variations with weight and altitude		
V_{FE} (Flaps extended)		
35° (Landing)		173 KCAS (173 KIAS)
15° (Takeoff and approach)		199 KCAS (200 KIAS)
7° (Takeoff)		199 KCAS (200 KIAS)
V_{MCA} (Minimum control speed Air)		84 KCAS (86 KIAS)
V_{MCG} (Minimum control speed Ground)		
15° (Takeoff)		95 KCAS (92 KIAS)
7° (Takeoff)		99 KCAS (96 KIAS)
V_{LO} (Landing gear operating extend)		249 KCAS (250 KIAS)
V_{LO} (Landing gear operating retract)		199 KCAS (200 KIAS)
V_{LE} (Landing gear extended)		249 KCAS (250 KIAS)
V_{SB} (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 299.43 in. aft of datum (22.07% MAC) at 17,030 lb. to 296.14 in. aft of datum (18.0% MAC) at 12,400 lb.; 296.14 in. aft of datum (18.0% MAC) at 12,400 lb. or less.	
Aft Limits:	304.23 in. aft of datum (28.0 % MAC) at 17,030 lb. or less.	
Empty Wt. C.G. Range	None	
Datum	94.0 in. forward of the front face of the forward pressure bulkhead.	
MAC	80.98 in. (L.E. of MAC at Sta. +281.56) NOTE: This is reference MAC for basic wing without leading edge cuff and tip	
Leveling Means	Crew Seat Rails (Lateral level); Cabin Door Step Hinge Brackets (Longitudinal level)	
Maximum Weight	Takeoff	16,830 lb.
	Landing	15,200 lb.
	Zero fuel	12,850 lb.
	Ramp	17,030 lb.
Minimum Crew	For all flights: 2 persons (pilot and co-pilot)	
No. of Seats	Up to 13 (2 Pilots, up to 11 Passengers)	
Maximum Baggage	Nose Compartment	310 lb. (at Sta. + 74.0)
	Aft Cabin	600 lb. (at Sta. +348.0)
	Tailcone	300 lb. (at Sta. +434.0) and 200 lb. (at Sta. +462.0)
Fuel Capacity (Gal.)	Two wing tanks: Total 406.4 each; usable 403 each ARM: +303.5 in. See NOTE 1 for data on unusable fuel	
Oil Capacity (Quarts)	Two engine mounted tanks: Total 8.6 each; usable 0.6 each ARM: +387.0 in.	
Windshield Anti-Ice	Capacity:	2.0 quarts
	ARM:	+91.5 in.
Fluid	Approved Anti-Ice Fluids: TT-I-735 Isopropyl Alcohol	

IX. Model 560 (Encore+) (cont'd)

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.				

Certification Basis

- (1) 14 CFR Part 25 effective February 1, 1965, as amended by Amendments 25-1 thru 25-17, except for paragraphs applicable for engines and FADEC and the following:
 - (a) Additions:

FAR §§ 25.625 as amended by Amendments 25-1 thru 25-17; 25.1401 as amended by Amendments 25-1 thru 25-27; 25.787, 25.789, 25.791, 25.853, 25.855, 25.857, 25.1359 as amended by Amendments 25-1 thru 25-32; § 25.1303(a)(2) as amended by Amendments 25-1 thru 25-38; 25.305 as amended by Amendments 25-1 thru 25-54; 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, 25.1551 as amended by Amendments 25-1 thru 25-91; 25.901, 25.903(a)(b)(c)(e)(f), 25.933, 25.934, 25.939, 25.943 as amended by Amendments 25-1 thru 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 thru 25-38; 25.1309, 25.1321(a)(b)(d)(e), 25.1331, 25.1333, 25.1335 as amended by Amendments 25-1 thru 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 thru 25-91.
 - (d) Addition limited only to FADEC engine control system: 25.1309 as amended by Amendments 25-1 thru 25-117
- (2) 14 CFR Part 36 effective December 1, 1969, Noise Standards, as amended by Amendments 36-1 thru 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 thru 34-3.

IX. Model 560 (Encore+) (cont'd)**Certification Basis (cont'd)**

- (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].
 - (d) 25-674-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 16, 2017. See the applicability section of this special condition for more information on which design changes must meet it.
- (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.
ELOS Memo # AT4267WI-T-P-1, 14 CFR 25.1549(a) thru (c) digital only displays N2, engine fuel flow (Wf), and Standby N1, N2, and ITT.
 - (b) 14 CFR 25.813(e), Frangible door.
 - (d) 14 CFR 25.807(d), Emergency exits ditching.
 - (e) 14 CFR 25.841 (b)(6), Cabin Pressurization – High Altitude Takeoff and Landing Operation, through Amendment 25-87.
ELOS Memo #ST4383WI-T-SE-1, 14 CFR 25.1303(a)(9), 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.
Serial Nos. Eligible	560-0751 thru 560-0815 (Encore +)

Data Pertinent to all Models

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

Unusable fuel	96.0 lb. at +247.0 in.	500, S/N 500-0001 thru 500-0040
	200.5 lb. at +247.0 in.	500, S/N 500-0001 thru 500-0040 incorporating SB500-28-10
	58.0 lb. at +247.0 in.	500, S/N 500-0041 thru 500-0689
	138.4 lb. at +247.0 in.	500, S/N 500-0041 thru 500-0689 incorporating SB500-28-10
	52.8 lb. at +298.4 in.	550, S/N 550-0001 thru 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 thru 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 thru 560-0538
	37.8 lb. at +335.6 in.	560XL, S/N 560-5001 and on
	48.1 lb. at +300.3 in.	560 Encore, S/N 560-0539 thru 560-0750
	47.6 lb. at +300.1 in.	560 Encore+, S/N 560-0751 thru 560-5000

Data Pertinent to all Models (cont'd)

NOTE 1. (cont'd)

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 thru 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 thru 560-0259
	32.2 lb. at +387.0 in.	560 Ultra, S/N 560-0260 thru 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 thru 560-5000

Hydraulic fluid	27.5 lb. at +284.0 in.	500
	16.3 lb. at +341.8 in.	550, S/N 550-0001 thru 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 thru 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 thru 560-0750
	15.4 lb. at 228.02 in.	560 Encore+, S/N 560-0571 thru 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 thru 560-0538
	3.4 lb. at +91.5 in.	560 Encore and Encore+, S/N 560-0539 thru 560-5000

NOTE 2.

Airplanes must be operated according to the FAA Approved AFM, Part Number as listed in the table below (or later FAA approved revision). All placards required by either the FAA Approved AFM, the applicable operating rules, or the certification basis, must be installed as specified for this Type Certificate via Parts List xxxxxxx, Airplane Assembly. A useful placarding reference is the Textron Aviation Illustrated Parts Catalogue (IPC). Any discrepancies identified between the IPC and an aircraft under inspection needs to be reconciled using the previously stated parts list.

Model	AFM P/N (Or later approved revision)	Airplane Assembly
500	500FM057	5500000
550 (0002-0505)	55FM-41	6500000
550 (0550-0626)	55FMA-02	6500000
550 (0627-0733)	55FMB-05	6500000
550 Bravo	55BFM-06	6500000
S550	S55FM-43	6500000
552	552FM08	6400001
560 Citation V	56FM-11	6500560
560 Ultra	56FMA-08	6500560
560XL (Excel)	56XFM-03	6600000
560XL-(XLS)	56XFMA-00	6600000
560XL-(XLS+)	56XFMB-00	6600000
560 Encore	56FMB-01	6500560
560 Encore+	56FMC-00	6500560

NOTE 3.

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

Data Pertinent to all Models (cont'd)

- 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 thru 500-0070, are eligible for the Maximum Weights and C.G. Range applicable to S/N 500-0071 and on when modified in accordance with Cessna Service Bulletin SB32-1.
- Model 500, S/N 500-0001 thru 500-0302, are eligible for Maximum Weights and C.G. Range applicable to S/N 500-0303 and on when modified in accordance with the following Cessna Service Bulletins:
S/N 500-0001 thru 500-0040, SB 30-1, SB32-1, SB32-23
S/N 500-0041 thru 500-0070, SB32-1, SB32-23
S/N 500-0071 thru 500-0302, SB32-23
- Model S550, S/N S550-0001 thru S550-0085, are eligible for the Maximum Weights and C.G. Range applicable to S/N S550-0086 and on 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 thru 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 on, 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 thru 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 thru 550-0800.
- Model 560, S/N 560-0001 thru 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 on, conforming to ECR EC02446 and aircraft. S/N 500-0001 and on 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 thru 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 thru 550-0505 and S/N 550-0550 thru 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 (AFM).
- 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 thru 500-0689; Model 550 beginning at S/N 550-0550 thru 550-0800; Model S550 beginning at S/N S550-0034 thru S550-0160; Model 552 beginning at S/N 552-0012 thru 552-0015; Model 560 (Citation V and Citation Ultra) S/N 560-0001 thru 560-0538; Model 550 (Bravo) S/N 550-0801 and on; Model 560XL beginning at S/N 560-5001 and on; Model 560 Encore beginning at S/N 560-0539 thru 560-0750 and Encore+ S/N 560-0751 thru 560-5000.

Data Pertinent to all Models (cont'd)

- 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, S/N S550-0121 thru S550-0160, are eligible for German configuration and meet the certification requirements of Luftfahrt-Bundesamt of the Federal Republic of Germany when modified in accordance with Cessna ECR EC20308 and CR00206.
- NOTE 17. Deleted.
- NOTE 18. For the Model 500, the first 349 airplanes are identified by serial number only, i.e., S/N 500-0001 thru 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 thru 550-0505 and S/N 550-0550 thru 550-0626, when modified in accordance with Cessna Service Bulletin SB550-32-14 and Model S550, S/N S550-0001 thru 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 thru 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 thru 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 thru 550-0808, Cessna Service Bulletin SB550-03-03.
 S/N 550-0809 thru 550-0820 and S/N 550-0822 thru 550-0823, Cessna Service Bulletin SB550-34-64.

Data Pertinent to all Models (cont'd)

NOTE 26. Certain models have been approved for high altitude operations (altitudes above 41,000 feet), either by Special Conditions or compliance with certain Part 25 sections. Any modifications to the pressure vessel must be approved in accordance with the requirements as shown in the appropriate certification basis. This includes modifications which could result in a pressure vessel opening, either through crack-growth or antenna loss, greater than the specified areas as follows:

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

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

Model 560XL, S/N 560–6001 and on. Left divider assembly (part no. 4569035-1) or equivalent must always be installed when the LH aft toilet or LH aft side-facing seat 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 thru 550-0505 and 550-0550 thru 550-0800), S550, 552, and 560 (S/N 560-0001 thru 560-0259 and 560-0260 thru 560-0538). Special Condition # 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 thru 500-0689 that have accomplished Cessna Service Bulletin SB500-34-65.
Model 550 Citation II	S/N 550-0002 thru 550-0800 that have accomplished Cessna Service Bulletin SB550-34-79.
Model S550 Citation SII	S/N S550-0001 thru S550-0160 that have accomplished Cessna Service Bulletin SBS550-34-36.
Model 560 Citation V	S/N 560-0001 thru 560-0259 that have accomplished Cessna Service Bulletin SB 560-34-97.
Model 560 Ultra	S/N 560-0260 thru 560-0525 that have accomplished Cessna Service Bulletin SB560-34-79, and S/N 560-0526 thru 560-0538.
Model 550 Bravo	S/N 550-0801 thru 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	S/N 560-0539 thru 560-0750
Model 560 Encore+	S/N 560-0751 thru 560-5000.

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

Data Pertinent to all Models (cont'd)

NOTE 31. Model 560 aircraft S/N 560-0387, -0392, -0404, -0410, -0415, -0420, -0426, -0452, -0456, -0462, -0468, -0472, -0495, -0501, -0505, -0508, -0513, -0524, -0529, -0532, -0534, and -0538 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, S/N 560-5001 thru 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.
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NOTE 33. Model 560, S/N 560-0539 thru 560-0750, modified per SB560-32-40:

C.G Range (Landing Gear Extended)

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

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

Maximum Weight

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

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

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

Data Pertinent to all Models (cont'd)

NOTE 36. Model 560XL, S/N 560-5001 thru 560-5500, 560-5501 thru 560-6000, 560-6001 and on.

Required Equipment: The basic required equipment prescribed in the applicable airworthiness requirements (see certification basis) must be installed in the aircraft. Only hand fire extinguishers that use water and U.S. – UL 5B:C – Halotron BrX (2-BTP), C₃H₂BrF₃, CAS Number 1514 82 5 OR U.S. – UL 2A:10B:C – Halotron (HCFC Blend-B), C₂HCl₂BrF₃, CAS Number 306-83-2 are approved for use. No airplanes may have a combination of Halotron BrX AND Halotron I hand fire extinguishers installed.

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