Civil Aviation Authority

United Kingdom

TYPE-CERTIFICATE DATA SHEET

UK.TC.A.00087

for

Textron Aviation 500, 550, S550, 560, 560XL.

Type Certificate Holder:

Textron Aviation Inc.

One Cessna Boulevard

Wichita, Kansas 67215

USA

Model(s):	500 550 S550 560 560XL
Issue:	1
Date of issue:	29 September 2023

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Contents

I. General

This Type-Certificate Data Sheet (TCDS) is the concise definition of the type-certificated product accepted and or approved by the CAA in the UK for the affected types and models.

This TCDS includes:

1. Details of the type design that affect the TCDS that have been approved or accepted by the CAA in the UK since 01 January 2021.

2. Details of the type design that affected the TCDS and were approved or accepted by EASA before 31 december 2020, and were incorporated into EASA TCDS EASA.IM.A.207 at Issue 6 dated 30 October 2015 and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

3. All EASA approved or accepted Changes, including manuals and any other data that is considered part of Type Design are deemed to be UK-CAA approved if issued before 31 December 2020. Any changes after this date to Type Design Data must be shown to be UK-CAA approved or accepted.

SECTION 1: Model 500, Variants Citation and Citation I

1. Model/Variants

1.1	Model:	500
1.2	Variants:	Citation (S/N 500-0001 through 500-0349) Citation I (S/N 500-0350 through 500-0689)
2.	Performance Class:	A
3.	Certifying Authority:	Federal Aviation Authority (FAA) USA Wichita Aircraft Certification Office 1801 Airport Rd, Room 100 Wichita, KS 67209 USA
4.	Manufacturer:	Textron Aviation Inc. One Cessna Boulevard Wichita, Kansas 67215 USA
5.	FAA Certification Application Date:	Original TC application dated 16 July 1968
6.	EASA Validation Application Date:	N/A
7.	FAA Type Certification Date:	09 September 1971
8.	EASA Type Validation Date Model 500:	28 September 2003

II. Certification Basis

1.	Reference Date for determining the applicable requirements:	Same as FAA certification application date

2. FAA Type Certificate Data Sheet No.: A22CE

3. FAA Certificaton Basis: See FAA Type Certificate Data Sheet No. A22CE

4. Airworthiness Requirements for Citation and Citation I

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

(a) Additions:

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

(2) FAR Part 36 effective December 1, 1969.

(3) FAR § 25.801 ditching not complied with.

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

5. Special Conditions for Citation and Citation I

(a) 25-25-CE-4, additional requirements for systems, airframe, flight and propulsion. See note 5.

(b) (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.

6. Exemptions:

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

7. (Reserved)

8. Equivalent Safety Findings for Citation and Citation I

(a) FAR § 25.807(d), Emergency exits ditching;

(b) FAR § 25.1199(b) and (c), Fire Bottle Pressure Relief Valve.

(c) FAR § 25.1439(b)(2)(ii), Protective Eye Equipment;

(d) FAR § 25.815, Passenger Cabin Aisle Width;

(e) FAR § 25.1305(r), Use of N1 for Power Presentation;

(f) FAR § 25.773(b)(2), Use of clear vision area of windshield;

(g) FAR § 25.1331(a)(1), Location of pressure gage to indicate adequate power to bank and pitch indicator.

9. Environmental Standards

Noise requirements: ICAO Annex 16, Volume I, (see TCDSN UK.TC.A.00087)
Emission requirements: ICAO Annex 16, Volume II,

III. Technical Characteristics and Operational Limitations

1. Type Design Definition: The Model 500 Citation and Citation I are defined by Cessna Airplane Assembly Drawing Number 5500000

2. Description: The Model 500 is a pressurized, low-wing monoplane that is certified for up to 9 occupants including a crew of two.

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

4. Dimensions

Span	47 ft 1 in	(14.35 m)
Length	43 ft 8 in	(13.35 m)
Height	14 ft 4 in	(4.39 m)
Wing Area	278.5 ft^2	(25.80 m^2)

5. Engines: Two Pratt & Whitney of Canada, Ltd. JT15D-1, JT15D-1A or JT15D-1B turbofans used in any combination (see Note 1 and Note 2).

Variant of Model 500		Citation & Citation I	Citation & Citation I	Citation & Citation I
Engines		Two Pratt & Whitney of Canada, Inc. JT15D-1 turbofans	Two Pratt & Whitney of Canada, Inc. JT15D-1A turbofans	Two Pratt & Whitney of Canada, Inc. JT15D-1B turbofans
Engine Limits Static thrust, standard day, sea level	Takeoff (5 min., Normal All Engines Operating)	2200 lbs (997 kg)	2200 lbs. (997 kg)	2200 lbs. (997 kg)
	Maximum continuous	2090 lbs (948 kg)	2090lbs (948 kg)	2090 lbs. (948 kg)
Engine Limits Maximum permissible engine rotor operating speeds	N1 (Fan)	99%	102.1%	103.4%
		15,840 rpm	16,336 rpm	16,540 rpm
	N2 (Gas Gen.)	95%	95%	95%
		31,120 rpm	31,120 rpm	31,120 rpm

Engine Limits Maximum permissible interturbine gas temperatures	Takeoff	700°C	700°C	700°oC
	Max. continuous	680°C	680°C	680°C
	Starting	500°C	500°C	500°C
	Transient	720°C (for 2 seconds)	720°C (for 2 seconds)	700°C (for 2 seconds)

6. (Reserved)

7. (Reserved)

8. Fluids

8.1 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.

8.2. Oil: Exxon Turbo Oil 2380, BP Turbo Oil 2380, Aero Shell Turbine 500, Royco Turbine Oil 500, Mobil Jet Oil II, Castrol 5000, Aero Shell Turbine Oil 560, Royco Turbine Oil 560, Mobil Jet Oil 254

8.3. Coolant: Not applicable.

9. Fluid capacities:

9.1 Fuel (Gallons/Liters): Two wing tanks:
Total 276/1,045 each; usable 268/1,014 each
(S/N 500-0001 through 500-0040)
Total 277/1,049 each; usable 272/1,030 each
(S/N 500-0041 through 500-0213)
Total 287/1,086 each; usable 282/1,067 each
(S/N 500-0214 through 500-0689)
ARM = +256.0 in.
See NOTE 7 for data on unusable fuel

9.2 Oil (Quarts/Liters): Two engine mounted tanks:

JT15D -1 Engine	Total 8.9/8.4 each; usable 5.0/4.7 each
JT15D-1A Engine	Total 8.6/8.1 each; usable 5.0/4.7 each
	ARM - +322.0 in.

10. Airspeed Limits (CAS)

		S/N 500-0001 through 500-0070	S/N 500-0071 through 500-0302	S/N 500-0303 through 500-0349	S/N 500-0350 through 500-0689
V_{MO} (Maximum operating)	Sea level to 14000 ft (4267.2 m)	260 knots	260 knots	260 knots	260 knots
*See NOTE 3 for restricted V_{MO} for optional fuel weight	14000 ft (4267.2 m) to 26000 ft (7924.8 m)	287 knots*	287 knots*	287 knots*	-
	14000 ft (4267.2 m) to 28000 ft (8534.4 m)	-	-	-	275 knots*

		S/N 500-0001 through 500-0070	S/N 500-0071 through 500-0302	S/N 500-0303 through 500-0349	S/N 500-0350 through 500-0689
configuration	M_{MO} Above 26000 ft (7924.8 m)	0.70 Mach	0.70 Mach	0.70 Mach	-
	M_{MO} Above 28000 ft (8534.4 m)	-	-	-	0.70 Mach
V_A (Sea level) at MTOW; see AFM for variations with weight and altitude		178 knots	182 knots	185 knots	182 knots
V_B (Speed for maximum gust intensity)		210 knots	210 knots	210 knots	210 knots
V_{FE} (Flaps extended)	40° (Landing)	174 knots	174 knots	174 knots	174 knots
	15° (Takeoff and approach)	200 knots	200 knots	200 knots	200 knots
V_{MCA} (Minimum control speed Air)		Below stall speed for all weights			
V_{MCG} (Minimum control speed Ground)		55 knots	55 knots	55 knots	55 knots
V_{LO} (Landing gear operating)		174 knots	174 knots	174 knots	174 knots
V_{LE} (Landing gear extended)		174 knots	174 knots	174 knots	174 knots
V_{SB} (Speed brakes extended		Any speed with or without flaps			

*See NOTE 3 for restricted V_{MO} for optional fuel weight configuration.

11. Flight Envelope:

The flight envelope is defined in the applicable EASA/CAA approved Aircraft Flight Manuals (AFM); the AFMs are referenced in chapter IV.1.

MaximumOperating Altitude

35,000 ft.(10,668 m) (S/N 500-0001 through 0213) (See NOTE 8)
41,000 ft.(12,497 m) (S/N 500-0214 through 500-0689)

12. Operating Limitations

12.1 (Reserved)

12.2 (Reserved)

Control surface movement removed. See approved manual.

13. Maximum Certified Weights

	S/N 500-0001 through 500-0070 (see Note 4)	S/N 500-0071 through 500-0302 (see Note 4)	S/N 500-0303 through 500-0689
Takeoff	10,850 lb. / 4,921 kg	11,500 lb. / 5,216 kg	11,850 lb. / 5,376 kg
Landing	10,400 lb. / 4,717 kg	11,000 lb. / 4,990 kg	11,350 lb. / 5,148 kg
Zero fuel*	8,400 lb. / 3,810 kg	8,400 lb. / 3,810 kg	8,400 lb. / 3,810 kg
Ramp	11,000 lb. / 4,490 kg	11,650 lb. / 5,284 kg	12,000 lb. / 5,443 kg

*See NOTE 3 for optional zero fuel weights.

14. (Reserved)	C.G. Range section removed. See approved manual.
15. Datum	94.0 in. forward of the front face of the forward pressure bulkhead
16. Mean Aerodynamic Cord (MAC):	79.61 in. (L.E. of MAC at Sta. +232.04) Note this is reference MAC for basic wing without tip.
17. Levelling means:	Seat Rails
18. Minimum Flight Crew:	For all flights: 2 persons (pilot and co-pilot)
19. Maximum Seating Capacity:	Up to Nine (Two pilots and up to 7 passengers) See Note 6
20. Baggage / Cargo Compartment:	
	Nose Compartment 350 lb./159 kg (at Sta. + 74.0) Aft Cabin 650 lb./295 kg (at Sta. +286.3)
21. (Reserved)	Wheels and Tyres section removed. See approved manual.
22. (Reserved)	

IV Operation and Service Instructions

Airplane Flight Manual (AFM)	Airplanes must be operated according to the FAA Approved Airplane Flight Manual, part number 500FM057 (or later approved revision for serials 0001 and On.
Airplane Maintenance Manual	Model 500 Maintenance Manual, 500MM30 or later approved revision. See Chapter 4, “Airworthiness Limitations” for inspections, mandatory retirement life information and other requirements for continued airworthiness. “Airworthiness Limitations” may not be changed without the approval of CAA.

V. Notes

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

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

NOTE 3. Model 500 S/N 500-0001 through 500-0349 conforming to ECR 500-1048 or SB34-15 are eligible for 9,500 lb. zero fuel weight with V_{MO} reduced to 275 KCAS from 14,000 ft. to 28,000 ft. Aircraft conforming to ECR EC01164 or SB34-23 are eligible for 10,500 lb. zero fuel weight with V_{MO} reduced to 260 KCAS from 14,000 ft. to 30,500 ft.

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

NOTE 4. Model 500 S/N 500-0001 through 500-0070 are eligible for the Maximum Weights and C.G. Range applicable to S/N 500-0071 and up when modified in accordance with Cessna Service Bulletin SB32-1.

Model 500 S/N 500-0001 through 500-0302 are eligible for Maximum Weights and C.G. Range applicable to S/N 500-0303 and up when modified in accordance with the following Cessna Service Bulletins:

S/N 500-0001 through 500-0040, SB 30-1, SB32-1, SB32-23
S/N 500-0041 through 500-0070, SB32-1, SB32-23
S/N 500-0071 through 500-0302, SB32-23

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

NOTE 6. Model 500 S/N 500-0275 and up conforming to ECR EC02446 and aircraft S/N 500-0001 and up modified in accordance with Cessna Service Bulletin SB25-17 are eligible to carry a maximum of 9 people.

NOTE 7. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary must be provided for each aircraft at the time of original certification.

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

Unusable fuel	96.0 lb. at +247.0 in.	(500, S/N 500-0001 through 500-0040)
	200.5 lb. at 247.0 in.	(500, S/N 500-0001 through 500-0040 incorporating SB500-28-10)
	58.0 lb. at +247.0 in.	(500, S/N 500-0041 through 500-0689)
	138.4 lb. at +247.0 in	(500, S/N 500-0041 through 500-0689 incorporating SB500-28-10)
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)
Hydraulic fluid	27.5 lb. at +284.0 in.	(500)
Anti-Ice fluid (Windshield)	3.4 lb. at +91.4 in.	(500)

NOTE 8. Model 500 S/N 500-0001 through 500-0213 are eligible for operation at 41,000 ft. when modified in accordance with Cessna Service Bulletin SB21-9.

NOTE 9. All Model 500 replacement seats (crew and passenger), although they may comply with TSO C39, must also be demonstrated to comply with FAR 25.785.

NOTE 10. Certain Models meet the initial airworthiness requirements for operation in Reduced Vertical Separation Minimum (RVSM) airspace.

Model 500 Citation/Citation I	S/N 500-0275 through 500-0689 that have accomplished Cessna Service Bulletin SB500-34-65.

Note 11. All placards required by either the Approved AFM, the applicable operating rules, or the certification basis, must be installed as specified for this Type Certificate via Parts List 5500000, 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.

SECTION 2: Model 550, Variants Citation II and Bravo

I. General

1. Model/Variant	
1.1 Model:	550
1.2 Variant:	Citation II (S/N 550-0001 through 550-0505 and 550-0550 through 550-0800; See NOTE 10) Citation Bravo (S/N 550-0801 and on)
2. Performance Class:	A
3. Certifying Authority:	Federal Aviation Authority Wichita Aircraft Certification Office 1801 Airport Rd, Room 100 Wichita, KS 67209 USA
4. Manufacturer:	Textron Aviation Inc. P.O. Box 7704 Wichita, Kansas 67215 USA
5. FAA Certification Application Date:	Original TC application dated 16 July 1968 TC No. A22CE Issued 9 September 1971
5.1 Citation II	24 March 1978
5.2 Bravo	8 January 1997
6. EASA Validation Application Date:	N/A
7. FAA Type Certification Date:	
7.1 Citation II	24 March 1978
7.2 Bravo	8 January 1997
8. EASA Type Validation Date:	
7.1 Citation II	28 September 2003
7.2 Bravo	28 September 2003

II. Certification Basis

1. Reference Date for determining the Applicable requirements:	Same as FAA certification application date
2. FAA Type Certificate Data Sheet No.:	A22CE
3. FAA Certification Basis:	See FAA Type Certificate Data Sheet No. A22CE

4. Airworthiness Requirements:

4.1 Airworthiness Requirements for Citation II S/N 550-001 through 550-0505 and 550-0550 through 550-0800.

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

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

(b) Addition for the Bendix EFS-10, Sperry EDZ-600, Sperry EDZ-601, and
Sperry EDZ-603 Electronic Flight Instrument Systems only:

FAR §§ 25.1301, 25.1303(b), 25.1322 as amended by Amendments 25-1 through 25-38; and §§ 25.1309, 25.1321(a), (b), (d), and (e), 25.1331, 25.1333, 25.1335 as amended by Amendments 25-1 through 25-41.

(2) FAR Part 36 effective December 1, 1969.

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

4.2 Airworthiness Requirements for Bravo S/N 550-0801 and on.

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

(a) Additions:
FAR § 25.1401, as amended by Amendments 25-1 through 25-27; § 25.1387, as amended by Amendments 25-1 through 25-30; §§ 25.1303(a)(2) and 25.1385(c), as amended by Amendments 25-1 through 25-38; § 25.305, as amended by Amendments 25-1 through 25-54; §§ 25.125, 25.251, 25.337, 25.493, 25.731, 25.733, 25.735, 25.867, 25.869, 25.901, 25.903, 25.933, 25.934, 25.939, 25.943, 25.951, 25.952, 25.1001, 25.1041, 25.1043, 25.1045, 25.1091, 25.1093, 25.1103, 25.1121, 25.1123, 25.1143, 25.1163, 25.1165, 25.1181, 25.1183, 25.1185,25.1189, 25.1195, 25.1197, 25.1203, 25.1205 (revoked), 25.1207, 25.1305, 25.1316, 25.1322,

25.1326, 25.1337, 25.1351, 25.1438, 25.1521, 25.1549 and 25.1551, as amended by 25-1 through 25-82.

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

(c) Additions for airplanes approved for High Altitude Operation (45,000 feet/13,716 m) only:

1. FAR §§ 25.571(b)(5) and 25.1529 as amended by Amendments 25-1 through 25-82. Compliance with the requirements of § 25.571(b)(5) is limited to the fuselage. The inspection intervals for compliance with §25.1529 are to address a crack growth propagating for a period encompassing four normal inspection intervals. See Note 1.

2. FAR §§ 25.365, 25.831, 25.841, and 25.1447 as amended by Amendments 25-1 through 25-87.

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

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

5. Special Conditions:

5.1 Special Conditions Citation II:

25-25-CE-4, additional requirements for systems, airframe, flight and propulsion. See note 1.
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.

5.2 Special Conditions Bravo:

25- ANM-120, additional requirements for High Intensity Radiated Fields (HIRF).
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.

6. Exemptions: Not Applicable

7. Equivalent Level of Safety Findings:

7.1 Citation II

(a) FAR § 25.807(d), Emergency exits ditching;
(b) FAR § 25.1199(b) and (c), Fire Bottle Pressure Relief Valve;
(c) FAR § 25.1439(b)(2)(ii), Protective Eye Equipment;
(d) FAR § 25.815, Passenger Cabin Aisle Width;
(e) FAR § 25.1305(r), Use of N_1 for Power Presentation;
(f) FAR § 25.773(b)(2), Use of clear vision area of windshield
(g) FAR § 25.1331(a)(1), Location of pressure gage to indicate adequate power to bank and pitch indicator.
(h) FAR § 25.1549(a) and (b), N_2 Digital Indicator Markings.
(i) FAR § 25.813(e), Frangible door for serial No: 550-0550 through 550-0800.

FAR § 25.801 ditching not complied with.

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

Serial Nos. Eligible: 550-0001 through 550-0505 and 550-0550 through 550-0800 (See Note 2)

7.2 Bravo

(a) FAR § 25.807(d), Emergency exits ditching;
(b) FAR § 25.815, Passenger Cabin Aisle Width;
(c) FAR § 25.773(b)(2), Use of clear vision area of windshield; and
(d) FAR § 25.1549(a) and (b), N_2 Digital Indicator Markings.
(e) FAR § 25.813(e) Frangible door.

FAR § 25.801 ditching not complied with.

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

III. Technical Characteristics and Operational Limitations

1. Type Design Definition: The Model 550 Citation II and Bravo are defined by Cessna airplane Assembly Drawing Number 6500000

2. Description: The Model 550 Citation II is a pressurized, low-wing monoplane that is certified for up to 13 persons including two pilots.

The Model 550 Citation Bravo is a pressurized, low-wing monoplane that is certified for up to 10 persons including two pilots.

3. Equipment: The equipment required by the applicable requirements shall be installed.

4. Dimensions:

Span	52 ft 2 in	(15.9 m)
Length	47 ft 2 in	(14.39 m)
Height	15 ft 0 in	(4.57 m)
Wing Area	322.8 sq ft	(30.0 sq m)

5. Engines:

Variant of Model 550		Citation II	Bravo
Engines		Two Pratt & Whitney of Canada, Inc. JT15D-4 turbofans	Two Pratt & Whitney of Canada, Inc. PW530A turbofans
Engine Limits Static thrust, standard day, sea level	Takeoff (5 min., Normal All Engines Operating)	2500 lbs (1134 kg)	2887 lbs. (1309 kg)
	Maximum continuous	2375 lbs (1077 kg)	2843lbs (1290 kg)
Engine Limits Maximum permissible engine rotor operating speeds	N1 (Fan)	104%	100%
		16,540 rpm	15,750 rpm
	N2 (Gas Gen.)	96%	100%
		31,450 rpm	32,150 rpm
Engine Limits Maximum permissible interturbine gas temperatures	Takeoff	700°C	700°C
	Max. continuous	680°C	700°C
	Starting	500°C	690°C
	Transient	720°C (for 2 seconds)	740°C (for 20 seconds)

6. (Reserved)

7. (Reserved)

8. Fluids

8.1 Fuel:

Citation II	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.
Bravo	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.

8.2. Oil:

Citation II	Exxon Turbo Oil 2380, BP Air Turbo Oil 2380, Castrol 5000, Aero shell Turbine Oil 500, Royco Turbine Oil 500, Aero Shell Turbine Oil 560, Royco Turbine Oil 560, Mobil Jet Oil 254, Mobil Jet Oil II
Bravo	Refer to the Pratt and Whitney Maintenance Manual, P/N 30J1112, Chapter 72, for approved oil types.

8.3. Coolant: Not applicable.

9. Fluid capacities:

9.1 Fuel: (Gal./Liters)

Citation II:
Two wing tanks: Total 376/1,423 each; usable 371/1,404 each
ARM = +285.9 in.
See NOTE 4 for data on unusable fuel

Citation Bravo:
Two wing tanks: Total 363.5/1,370 each;
usable 360/1,362.7 each
ARM 287.0 in.
See NOTE 3 for data on unusable fuel

9.2 Oil: (Quarts/Liters)

Citation II
Two engine mounted tanks: Total 9.0/8.5 each; usable 5.7/5.4 each, ARM = +367.0 in.

Citation Bravo:
Two engine mounted tanks: Total 5.0/4.7 each;
usable 1.9/1.8 each, ARM 366.85 in

10. Airplane Limit Speeds (CAS)

<table>
<tr><th colspan="2"></th><th>Citation II
S/N 550-0550 through 550-0800</th><th>Citation II
S/N 550-0001 through 550-0626</th><th>Citation II
S/N 550-0627 through 550-0800</th><th>Bravo
S/N 550-0801 and on</th></tr>
<tr><td rowspan="4">V_{MO} (Maximum operating)
*See NOTE 3 for restricted V_{MO} for optional fuel weight configuration (Citation II)</td><td>Sea level to 8000 ft. (2438 m)</td><td></td><td></td><td></td><td>260 KCAS
(260 KIAS)</td></tr>
<tr><td>8 000 ft. (2438 m) to 27 900 ft. (8504 m)</td><td></td><td></td><td></td><td>275 KCAS
(275 KIAS)</td></tr>
<tr><td>Sea level to 14000 ft. (4267.2 m)</td><td colspan="3">260 knots</td><td></td></tr>
<tr><td>14 000 ft (4267.2 m) to 28 000 ft (8534.4 m)</td><td colspan="3">275 knots</td><td></td></tr>
</table>

		Citation II S/N 550-0550 through 550-0800	Citation II S/N 550-0001 through 550-0626	Citation II S/N 550-0627 through 550-0800	Bravo S/N 550-0801 and on
	Sea Level to 30 500 ft (9296 m)	260 knots			
M_{MO}	Above 27 900 ft (8504 m)				0.70 Mach (0.70 MIAS)
	Above 30,500 ft. (9,296 m)	0.70 Mach		0.70 Mach	
V_A (Sea level) 14800 lb (6713 kg); see AFM for variations with weight and altitude and optional configurations					190KCAS (190 KIAS)
V_A (Sea level) 13300 ft (4054 m); see AFM for variations with weight and altitude and optional configurations		186 knots			
V_B (Speed for maximum gust intensity)		210 knots			210 KCAS (210 KIAS)
V_{FE} (Flaps extended)	40° (Landing)	174 knots			174 KCAS (174 KIAS)
	15° (Takeoff and approach)	200 knots			200 KCAS (200 KIAS)
V_{MCA} (Minimum control speed Air)		75 knots			79 KCAS (78 KIAS)
V_{MCG} (Minimum control speed Ground)		62 knots			92 KCAS (89 KIAS)
V_{LO} (Landing gear operating)			174 knots		
V_{LO} (Landing gear operating extend)				248 knots	250 KCAS 250 KIAS
V_{LO} (Landing gear operating retract)				198 knots	200 KCAS (200 KIAS)
V_{LE} (Landing gear extended)			174 knots	260 knots	260 KCAS (260 KIAS)
VS_B (Speed brakes extended)		Any speed with or without flaps			

See NOTE 5 for increased V_{LO} and V_{LE} for Citation II S/N 550-0001 through 550-0626.

11. Maximum Operating Altitude

11.1 Citation II

43,000 ft. (13,106 m)

11.2 Bravo

43,000 ft.(13,106 m)	(S/N 550-0801 through 550-0820) (S/N 550-0822 through 550-0823)
45,000 ft. (13,716 m)	(S/N 550-0821, 550-0824 and on) See NOTE 2 for S/N 550-0801 through 550-0820 & 550-0822 through 550-0823

12. (Reserved)

13 Maximum Certified Weights in lbs (kg)

13.1 Citation II

	S/N 550-0001 Through 550-0626	S/N 550-0627 Through 550-0800
Takeoff	13,300 lb. (6,033 kg)	14,100 lb. (6,396 kg)
Landing	12,700 lb. (5,761 kg)	13,500 lb. (6,124 kg)
Zero fuel*	9,500 lb. (4,309 kg)	11,000 lb. (4,990 kg)
Ramp	13,500 lb. (6,124 kg)	14,300 lb. (6,486 kg)

*See NOTE 3 for optional zero fuel weight (S/N 550-0001 through 550-0549)

13.2 Bravo

Takeoff	14,800 lb. (6,713 kg)
Landing	13,500 lb. (6,123 kg)
Zero fuel	11,300 lb. (5,126 kg)
Ramp	15,000 lb. (6,804 kg)

14. (Reserved) C.G. Range section removed. See approved manual.

15. Datum

15.1 Citation II 94.0 inches. forward of the front face of the forward pressure bulkhead.

15.2 Bravo 93.7 inches forward of the nose jack point.

16. MAC

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

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

17. Levelling means

17.1 Citation II	Seat Rails
17.2 Bravo	Lower seat rail RBL 9.0 in. starting at 206.0 in aft of datum.
18. Minimum Flight Crew	For all flights: 2 persons (pilot and co-pilot)

19. Maximum Passenger Seating Capacity:

19.1 Citation II	Up to 13 (2 Pilots, up to 11 Passengers) See NOTE 6
19.2 Bravo	Up to 13 (2 Pilots, up to 11 Passengers)

20. (Reserved)

21. Baggage / Cargo Compartment

21.1 Citation II

Nose compartment	350 lb. (159 kg) at Sta.	+ 74.0
Aft cabin	400 lb. (181 kg) at Sta.	+ 321.0
	200 lb. / 91 kg at Sta.	+ 338.0
Tailcone	200 lb. (91 kg) at Sta.	+ 442.0
	(S/N 550-0001 through 550-0626)	
	200 lb. (91 kg) at Sta.	+ 431.0 and
	300 lb. (136 kg) at Sta.	+ 462.0
	(S/N 550-0627 through 550-0800)	

21.2 Bravo

Nose compartment (w/std equip.)	350 lb. (159 kg) at Sta.	+ 74.0
Aft cabin	600 lb. (272 kg) at Sta.	+ 321.0
Tailcone	300 lb. (136 kg) at Sta.	+ 414.0 and
	200 lb. (91 kg) at Sta.	+ 442.0

22. (Reserved)	Wheels and Tyres section removed. See approved manual.

IV Operation and Service Instructions

Citation II

Airplane Flight Manual (AFM)	Airplanes must be operated according to the FAA Approved Airplane Flight Manual (AFM), part number 55FM41(or later approved revision for Serials -0001 through -0505 and 0550 through 0800)
Airplane Maintenance Manual	Model 550 Maintenance Manual, 55MM23 or later approved

	revision. See Chapter 4, "Airworthiness Limitations" for inspections, mandatory retirement life information and other requirements for continued airworthiness. "Airworthiness Limitations" may not be changed without the approval of the CAA.
Bravo	
Airplane Flight Manual (AFM)	Airplanes must be operated according to the FAA Approved Airplane Flight Manual (AFM), part number 55BFM-06 (or later approved revision for Serials 550-0801 and on.)
Airplane Maintenance Manual	Model 550 Encore Maintenance Manual, 55BMM-06 or later approved revision. See Chapter 4, "Airworthiness Limitations" for inspections, mandatory retirement life information and other requirements for continued airworthiness. "Airworthiness Limitations" may not be changed without the approval of the CAA.

V. Notes

Model 550 Citation II

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

NOTE 2. 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 3. Model 550 S/N 550-0001 through 550-0549 conforming to ECR EC04574 or SB550-34-4 are eligible for 11,000 lb. zero fuel weight with V_{MO} reduced to 260 KCAS from 14,000 ft. to 30,500 ft. 11,000 lb. zero fuel weight provision is standard at S/N 550-0550 through 550-0800.

NOTE 4. 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	52.8 lb. at +298.4 in.	(550, S/N 550-0001 through 550-0800)
Full oil	34.7 lb. at +367.0 in.	(550, S/N 550-0001 through 550-0800)
Hyd. Fluid	16.3 lb. at +341.8 in.	(550, S/N 550-0001 through 550-0733)
Anti-Ice fluid (Windshield)	3.4 lb. at +91.4 in.	(550, S/N 550-0001 through 550-0800)

NOTE 5. Model 550 S/N 550-0001 through 550-0505, and S/N 550-0550 through 550-0626 when modified in accordance with Cessna Service Bulletin SB550-32-14 are eligible to operate at the following V_{LO} and V_{LE}:

	Model 550 - SB550-32-14	
	11,000 lb. ZFW	9,500 lb. ZFW
V_{LO} (Landing gear operating extend)	248 KCAS	248 KCAS
V_{LO} (Landing gear operating retract)	198 KCAS	198 KCAS
V_{LE} (Landing gear extended)	260 KCAS	275 KCAS

NOTE 6 Model 550 S/N 550-0021 through 550-0505 and S/N 550-0550 through 550-0800 conforming to ECR EC08691 are eligible to carry a maximum of 13 people.

NOTE 7. All Model 550 replacement seats (crew and passenger), although they may comply with TSO C39, must also be demonstrated to comply with FAR 25.785.

NOTE 8. Certain Models meet the initial airworthiness requirements for operation in Reduced Vertical Separation Minimum (RVSM) airspace.

Model 550 Citation II	S/N 550-0002 through 550-0800 that have accomplished Cessna Service Bulletin SB550-34-79.

NOTE 9. For the Model 550, the unit number and the airplane serial number may not coincide until unit number 0439 (S/N 550-0439). Contact Textron Aviation Customer Service regarding Model 550 unit number and airplane serial number effectivity.

NOTE 10. All placards required by either the EASA/CAA Approved AFM, the applicable operating rules, or the certification basis, must be installed as specified for this Type Certificate via Parts List 6500000, 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 550 Bravo

NOTE 1. 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.

NOTE 2. Model 550 (Bravo) increase the maximum operating altitude from 41,000 feet to 45,000 feet when modified in accordance with the following Cessna Service Bulletins:
S/N 550-0801 through 550-0808, Cessna Service Bulletin SB550-03-03;
S/N 550-0809 through 550-0820, and S/N 550-0822 through 550-0823,
Cessna Service Bulletin SB550-34-64.

NOTE 3. 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	47.2 lb. at +281.7 in.	(550 Bravo, S/N 550-0801 and on)
Full oil	19.3 lb. at +366.9 in.	(550 Bravo, S/N 550-0801 and on)
Hyd Fluid	17.8 lb. at +342.7 in.	(550 Bravo, S/N 550-0801 and on)
Anti-Ice fluid (Windshield)	3.4 lb. at +91.4 in.	(550 Bravo, S/N 550-0801 and on)

NOTE 4. All Model 550 replacement seats (crew and passenger), although they may comply with TSO C39, must also be demonstrated to comply with FAR 25.785.

NOTE 5. Certain Models meet the initial airworthiness requirements for operation in Reduced Vertical Separation Minimum (RVSM) airspace.

Model 550 Citation Bravo	S/N 550-0801 through 550-0872 that have accomplished Cessna Service Bulletin SB550-34-70, and S/ N 550-0873 and on.

NOTE 6. All placards required by either the EASA/CAA Approved AFM, the applicable operating rules, or the certification basis, must be installed as specified for this Type Certificate via Parts List 6500000, 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.

SECTION 3: Model S550 Variant Citation S/II

I. General

1.	Model/Variants	
1.1	Model:	S550
1.2	Variant:	Citation S/II
2.	Performance Class:	A
3.	Certifying Authority:	Federal Aviation Authority Wichita Aircraft Certification Office 1801 Airport Rd, Room 100 Wichita, KS 67209 USA
4.	Manufacturer:	Textron Aviation Inc. One Cessna Boulevard Wichita, Kansas 67215 USA
5.	(Reserved)	
6.	EASA Application Date:	N/A
7.	FAA Type Certification Date:	15 August 1984
8.	Type Certification Date:	28 September 2003

II. Certification Basis

1.	Reference Date for determining the Applicable requirements:	Same as FAA certification application date
2.	(Reserved)	
3.	(Reserved)	

4. Certification Basis:

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

(a) Additions:

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

25-1 through 25-38;

(b) Addition for the Bendix EFS-10, Sperry EDZ-600, Sperry EDZ-601, and Sperry EDZ-603

Electronic Flight Instrument Systems only:

FAR §§ 25.1301, 25.1303(b), 25.1322 as amended by Amendments 25-1 through 25-38; and §§ 25.1309, 25.1321(a), (b), (d), and (e), 25.1331, 25.1333, 25.1335 as amended by Amendments 25-1 through 25-41.

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

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

5. Special Conditions:

25-25-CE-4, additional requirements for systems, airframe, flight and propulsion.
See note 1.
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.

6. Exemptions:

Not Applicable

7. Equivalent Level of Safety Findings:

(a) FAR § 25.807(d), Emergency exits ditching;
(b) FAR § 25.1199(b) and (c), Fire Bottle Pressure Relief Valve;
(c) FAR § 25.1439(b)(2)(ii), Protective Eye Equipment;
(d) FAR § 25.815, Passenger Cabin Aisle Width;
(e) FAR § 25.1305(r), Use of N_1 for Power Presentation;
(f) FAR § 25.773(b)(2), Use of clear vision area of windshield; and
(g) FAR § 25.1331(a)(1), Location of pressure gage to indicate adequate power to bank and pitch indicator.
(h) FAR § 25.1549(a) and (b), N_2 Digital Indicator Markings.
(i) FAR § 25.813(e), Frangible door.

FAR § 25.801 ditching not complied with.

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

Serial No's. Eligible: S550-0001 through S550-0160

III. Technical Characteristics and Operational Limitations

1. Type Design Definition:

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

2. Description: The Model S550 is a pressurized, low-wing monoplane that is certified for up to 13 persons including a crew of two.

3. Equipment: The equipment required by the applicable requirements shall be installed.

4. Dimensions:

Span	52 ft 3 in (15.91 m)
Length	47 ft 3 in (14.39 m)
Height	15 ft 0 in (4.57 m)
Wing Area	342.6 sq ft (31.8 sq m)

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

Variant of Model 550		Citation S/II
Engines		Two Pratt & Whitney of Canada, Inc. JT15D-4B turbofans
Engine Limits, Static thrust, standard day, sea level	Takeoff (5 min., Normal All Engines Operating)	2500 lb (1134 kg)
	Maximum continuous	2375 lb (1077 kg)
Engine Limits, Maximum permissible engine rotor operating speeds	N1 (Fan)	106 %
		16 854 r.p.m.
	N2 (Gas Gen.)	97 %
		31 777 r.p.m.
Engine Limits, Maximum permissible interturbine gas temperatures	Takeoff	710° C
	Max. continuous	690° C
	Starting	500° C
	Transient (2 sec)	730° C

6. (Reserved)

7. (Reserved)

8. Fluids

8.1 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.
8.2. Oil:	EXXON 2380, Mobil Jet Oil II, Castol 5000, Aeroshell Turbine Oil 500, Mobil Jet Oil 254, Royco 500
8.3. Coolant:	Not applicable.

9. Fluid capacities:

9.1 Fuel (Gal/Liters):	Two wing tanks: Total 437/1654 each; usable 431.5/1633.4 each ARM = +282.7 in. See NOTE 3 for data on unusable fuel
9.2 Oil (Quarts/Liters):	Two engine mounted tanks: Total 9.0/8.5 each; usable 5.7/5.4 each ARM = +367.0 in.
Surface Anti-Ice Fluid	Capacity: 65.5 lb., ARM = +62.9 in. Surface anti-ice fluids must meet British Deicing Fluid Specification DTD 406B (NATO Symbol S-745). Fluids meeting this specification are: Canyon Industries AL-5, Aero Shell Compound 07, and BP Aero Deicing 2
Windshield Anti-Ice Fluid	Capacity: 3.4 lb., ARM = +91.4 in.; TT-I-735 Isopropyl alcohol Approved

10. Airplane Limit Speeds (KCAS)

		Citation S/II
V_{MO} (Maximum Operating) *See NOTE 3 for restricted V_{MO} for optional fuel weight configuration	Sea level to 8000 ft (2438 m)	260 KCAS (261 KIAS)
	8000 ft (2438 m) to 29315 ft (8935 m)	275 KCAS (276 KIAS)
M_{MO}	Above 29315 ft (8935 m)	0.72 Mach (0.72 MIAS)
V_A (Sea level)	at 14700 lb. See AFM for variations with weight and altitude	192 KCAS (192 KIAS)
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)
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 2 for increased V_{LO} and V_{LE}.

11. Maximum Operating Altitude 43,000 ft. (13,106 m)

12. Operating Limitations

12.1 (Reserved)

12.2 (Reserved) Control surface movement removed. See approved manual.

13. Maximum Certified Weights in lbs(kg)

	S/N S550-0001 Through S550-0085	S/N S550-0086 Through S550-0160
Takeoff	14,700 lb. (6,668 kg)	15,100 lb.(6,849 kg)
Landing	14,000 lb. (6,350 kg)	14,400 lb.(6,532 kg)
Zero fuel	11,000 lb. (4,990 kg)	11,200 lb.(5,080 kg)
Ramp	14,900 lb. (6,759 kg)	15,300 lb.(6,940 kg

14. (Reserved) C.G. Range section removed. See approved manual.

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

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

17. Levelling means Seat Rails

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

19. Maximum Passenger Seating Capacity: Up to 13 (2 Pilots, up to 11 Passengers)

20. (Reserved)

21. Baggage / Cargo Compartment

Nose Compartment	350 lb. (159 kg) (at Sta. + 74.0)
Aft Cabin	400 lb. (181 kg) (at Sta. +321.0)
	200 lb. (91 kg) (at Sta. +338.0)
Tailcone	200 lb. (91 kg) (at Sta. +442.0)
	300 lb. (136 kg) (at Sta. +414.0)

22. (Reserved)	Wheels and Tyres section removed. See approved manual.

IV. Operation and Service Instructions

Airplane Flight Manual (AFM)	Airplanes must be operated according to the FAA Approved Airplane Flight Manual (AFM), part number S55FM-43 (or later approved revision for Serials S550-0001 through S550-0160)
Airplane Maintenance Manual	Model S550 Maintenance Manual, S55MM-08 or later approved revision. See Chapter 4, "Airworthiness Limitations" for inspections, mandatory retirement life information and other requirements for continued airworthiness. "Airworthiness Limitations" may not be changed without the approval of the CAA.

V. Notes

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

NOTE 2. Model 550 S/N 550-0001 through 550-0505, and S/N 550-0550 through 550-0626 when modified in accordance with Cessna Service Bulletin SB550-32-14 and Model S550 S/N S550-0001 through S550-0160 when modified in accordance with Cessna Service Bulletin SBS550-32-08 are eligible to operate at the following V_{LO} and V_{LE}:

	Model S550 – SBS550-32-08		
	Gravel Kit	Std Acft.	Gravel Kit
V_{LO} (Landing gear operating extend)	198 KCAS	250 KCAS	200 KCAS
V_{LO} (Landing gear operating retract)	198 KCAS	202 KCAS	200 KCAS
V_{LE} (Landing gear extended)	198 KCAS	278 KCAS	202 KCAS

NOTE 3. 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	60.0 lb. at +285.5 in.	(S550, S/N S550-0001 through S550-0160)
Full oil	34.7 lb. at +367.0 in.	(S550)

Hyd Fluid	31.5 lb. at +300.3 in.	(S550)
Anti-Ice fluid (Airframe)	15.2 lb. at +82.3 in.	(S550)
Anti-Ice fluid (Windshield)	3.4 lb. at +91.4 in.	(S550)

NOTE 4. All Model S550 replacement seats (crew and passenger), although they may comply with TSO C39, must also be demonstrated to comply with FAR 25.785.

NOTE 5. Certain Models meet the initial airworthiness requirements for operation in Reduced Vertical Separation Minimum (RVSM) airspace.

Model S550 Citation SII	S/N S550-0001 through S550-0160 that have accomplished Cessna Service Bulletin SBS550-34-36.

NOTE 6. All placards required by either the EASA/CAA Approved AFM, the applicable operating rules, or the certification basis, must be installed as specified for this Type Certificate via Parts List 6500000, 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.

SECTION 4: Model 560, Variants Citation V, Citation Ultra, Citation Encore, Citation Encore+

I. General

1.	Model/Variants	
1.1	Model:	560
1.2	Variants:	Citation V (S/N 560-0001 through 560-0259) Citation Ultra (S/N 560-0260 through 560-0538) Citation Encore (S/N 560-0539 through 560-0750) Citation Encore+ (S/N 560-0751 through 560-5000)
2.	Performance Class:	A
3.	Certifying Authority:	Federal Aviation Authority (FAA) USA Wichita Aircraft Certification Office 1801 Airport Rd, Room 100 Wichita, KS 67209 USA
4.	Manufacturer:	Textron Aviation Inc. One Cessna Boulevard Wichita, Kansas 67215 USA
5.	FAA Certification Application Date:	Original TC application dated 16 July 1968 TC No. A22CE issued 9 September 1971
5.1	Citation V and Citation Ultra	
5.2	(Reserved)	
5.3	Citation Encore	15 October 1997
5.4	Citation Encore+	24 February 2005
6.	EASA Validation Application Date:	
6.1	Citation V and Citation Ultra	N/A
6.2	(Reserved)	
6.3	Citation Encore	N/A
6.4	Citation Encore+	04 April 2006
7.	FAA Type Certification Date	
7.1	Citation V and Citation Ultra	09 December 1988
7.2	(Reserved)	
7.3	Citation Encore	26 April 2000
7.4	Citation Encore+	14 December 2006
8.	EASA Type Validation Date	
8.1	Citation V and Citation Ultra	28 September 2003

8.2	(Reserved)	
8.3	Approval of Variant Encore changes	28 September 2003
8.4	Approval of Variant Encore+ changes	24 August 2007

II. Certification Basis

1. Reference Date for determining the applicable requirements — Same as FAA certification application date

2. FAA Type Certificate Data Sheet No.: — A22CE

3. FAA Certificaton Basis: — See FAA Type Certificate Data Sheet No. A22CE

4. Airworthiness Requirements

4.1 Airworthiness Requirements for Citation V (S/N 560-0001 through 560-0259)

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

(a) Additions:

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

(b) Additions for the Honeywell (Sperry) EDZ-603 and EDZ-605 Electronic Flight Instrument Systems only:

FAR §§ 25.1301, 25.1303(b), 25.1322 as amended by Amendments 25-1 through 25-38; §§ 25.1309, 25.1321(a), (b), (d), and (e), 25.1331, 25.1333, and 25.1335 as amended by Amendments 25-1 through 25-41.

(2) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-15.

(3) SFAR 27, as amended by Amendments 27-1 and 27-6, fuel venting.

4.2 Airworthiness Requirements for Citation Ultra (S/N 560-0260 through 560-0538)

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

(a) Additions:

FAR §§ 25.251(e), 25.934 and 25.1091(d)(2) as amended by Amendments 25-1 through 25-23; § 25.1401 as amended by Amendments 25-1 through 25-27; § 25.1387 as amended by Amendments 25-1 through 25-30; §§ 25.787, 25.789, 25.791, 25.853, 25.855, 25.857, and 25.1359 as amended by Amendments 25-1 through 25-32; §§ 25.1303(a)(2) and 25.1385(c) as amended by Amendments 25-1 through 25-38; § 25.305 as amended by Amendments 25-1 through 25-54; § 25.1001 as amended by Amendments 25-1 through 25-57.

(b) Additions for the Honeywell Primus 1000 Electronic Flight Instrument Systems only:

FAR §§ 25.1301, 25.1303(b), 25.1322 as amended by Amendments 25-1through 25-38; §§ 25.1309, 25.1321(a), (b), (d), and (e), 25.1331, 25.1333, and 25.1335 as amended by Amendments 25-1 through 25-41.

(2) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-15.

(3) FAR Part 34 effective September 10, 1990, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes.

4.3 Airworthiness Requirements for Citation Encore (S/N 560-0539 through 560-0750)

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

(a) Additions:

FAR § 25.625 as amended by Amendments 25-1 through 25-17, and § 25.1401 as amended by Amendments 25-1 through 25-27, and; §§ 25.787, 25.789, 25.791, 25.853, 25.855, 25.857, and 25.1359 as amended by Amendments 25-1 through 25-32, and; § 25.1303(a)(2) as amended by Amendments 25-1 through 25-38, and; § 25.305 as amended by Amendments 25-1 through 25-54, and; §§ 25.119, 25.121,25.125, 25.143, 25.145, 25.149, 25.201, 25.203, 25.251, 25.253, 25.337, 25.361, 25.363, 25.371, 25.471, 25.473, 25.479, 25.481, 25,483, 25.485, 25.489, 25.491, 25.493, 25.509, 25.611, 25.721, 25.723, 25.725, 25.727, 25.731, 25.733, 25.735, 25.863, 25.865, 25.867, 25.869, 25.901, 25.933, 25.934, 25.939, 25.943, 25.951, 25.952, 25.959, 25.961, 25.965, 25.977, 25.979, 25.994, 25.995, 25.997, 25.999, 25.1001, 25.1041, 25.1043, 25.1045, 25.1091, 25.1093, 25.1103, 25.1121, 25.1123, 25.1141, 25.1143, 25.1145, 25.1163, 25.1165, 25.1181, 25.1183, 25.1185, 25.1189, 25.1195, 25.1197, 25.1199; 25.1203, 25.1205(revoked), 25.1207, 25.1305, 25.1316, 25.1322, 25.1326, 25.1337, 25.1351, 25.1385(c), 25.1387, 25.1419, 25.1438, 25.1521, 25.1529, 25.1549, and 25.1551 as amended by Amendments 25-1 through 25-91.

(b) Additions for the Honeywell Primus 1000 Electronic Flight Instrument Systems only:

FAR §§ 25.1301, 25.1303(b), 25.1322 as amended by Amendments 25-1 through 25-38; §§ 25.1309, 25.1321(a), (b), (d), and (e), 25.1331, 25.1333, and 25.1335 as amended by Amendments 25-1 through 25-41.

(c) Addition limited ONLY to:

(i) Pressurization System; Digital Controller and Outflow System;
(ii) Anti-skid System; Individual Wheel Digital Anti-skid Controller;
(iii) Anti-ice System; Electronic Tail Boot Control and Monitoring and Outboard Wing Leading Edge Bleed Air Control and Fault Annunciation.
(iv) Integrated Warning, Caution, and Advisory Annunciation System limited to the Internal Control Logic and Display Functions Only.

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

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

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

4.4 Airworthiness Requirements for Citation Encore+ (S/N 560-0751 through 560-5000)

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

(a) Additions:

FAR § 25.625 as amended by Amendments 25-1 through 25-17, and; § 25.1401 as amended by Amendments 25-1 through 25-27, and; §§ 25.787, 25.789, 25.791, 25.853, 25.855, 25.857, and 25.1359 as amended by Amendments 25-1 through 25-32, and; § 25.1303(a)(2) as amended by Amendments 25-1 through 25-38, and; § 25.305 as amended by Amendments 25-1 through 25-54, and; §§ 25.119, 25.121,25.125, 25.143, 25.145, 25.149, 25.201, 25.203, 25.251, 25.253, 25.337, 25.361, 25.363, 25.371, 25.471, 25.473, 25.479, 25.481, 25,483, 25.485, 25.489, 25.491, 25.493, 25.509, 25.611, 25.721, 25.723, 25.725, 25.727, 25.731, 25.733, 25.735, 25.863, 25.865, 25.867, 25.869, 25.901, 25.933, 25.934, 25.939, 25.943, 25.951, 25.952, 25.959, 25.961, 25.965, 25.977, 25.979, 25.994, 25.995, 25.997, 25.999, 25.1001, 25.1041, 25.1043, 25.1045, 25.1091, 25.1093, 25.1103, 25.1121, 25.1123, 25.1141, 25.1143, 25.1145, 25.1163, 25.1165, 25.1181, 25.1183, 25.1185, 25.1189, 25.1195, 25.1197, 25.1199; 25.1203, 25.1205(revoked), 25.1207, 25.1305, 25.1316, 25.1322, 25.1326, 25.1337, 25.1351, 25.1385(c), 25.1387, 25.1419, 25.1438, 25.1521, 25.1529, 25.1549, and 25.1551 as amended by Amendments 25-1 through 25-91, and; §25.901, 25.903(a)(b)(c)(e) and (f), 25.933, 25.934, 25.939, 25.1043 as amended by Amendments 25-1 through 25-117

(b) Additions for the Electronic Flight Instrument Systems only:

14 CFR §§ 25.1301, 25.1303(b), 25.1322 as amended by Amendments 25-1 through 25-38; §§ 25.1309, 25.1321(a), (b), (d), and (e), 25.1331, 25.1333, and 25.1335 as amended by Amendments 25-1 through 25-41.

(c) Addition limited ONLY to:

(i) Pressurization System; Digital Controller and Outflow System;
(ii) Anti-skid System; Individual Wheel Digital Anti-skid Controller;
(iii) Anti-ice System; Electronic Tail Boot Control and Monitoring and Outboard Wing Leading Edge Bleed Air Control and Fault Annunciation.

(iv) Integrated Warning, Caution, and Advisory Annunciation System limited to the Internal Control Logic and Display Functions Only.

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

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

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

(3) 14 CFR Part 34 effective September 10, 1990, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes, as amended by Amendments 34-1 through 34-3.

5. Special Conditions

5.1 Special Conditions for Citation V

(a) 25-25-CE-4, additional requirements for systems, airframe, flight and propulsion. See note 1.

(b) 25-ANM-21, additional requirements for High Altitude Operation (45,000 feet). See note 2.

(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.

5.2 Special Conditions for Citation Ultra

(a) 25-25-CE-4, additional requirements for systems, airframe, flight and propulsion. See note 1.

(b) 25-ANM-21, additional requirements for High Altitude Operation (45,000 feet/13,716 m). See note 2.

(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.

5.3 Special Conditions for Citation Encore

(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.

5.4 Special Conditions for Citation Encore+

Same as for Citation Encore, see II 5.3

6. Exemptions Not Applicable

7. (Reserved)

8. Equivalent Safety Findings

8.1 Equivalent Safety Findings for Citation V

(a) FAR § 25.807(d), Emergency exits ditching;

(b) FAR § 25.1199(b) and (c), Fire Bottle Pressure Relief Valve;

(c) FAR § 25.815, Passenger Cabin Aisle Width;

(d) FAR § 25.1305(r), Use of N1 for Power Presentation;

(e) FAR § 25.773(b)(2), Use of clear vision area of windshield; and

(f) FAR § 25.1549(a) and (b), N2 Digital Indicator Markings.

(g) FAR § 25.813(e), Frangible door.

FAR § 25.801 ditching not complied with.

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

8.2 Equivalent Safety Findings for Citation Ultra

Same as for Citation V, see II 8.1

8.3 Equivalent Safety Findings for Citation Encore

(a) FAR § 25.815, Passenger Cabin Aisle Width;

(b) FAR § 25.773(b)(2), Use of clear vision area of windshield;

(c) FAR § 25.1549(a) and (b), N2 Digital Indicator Markings;

(d) FAR § 25.813(e), Frangible door;

(e) FAR § 25.807(d), Emergency exits ditching.

(f) FAR § 25.841 (b)(6), Cabin Pressurization – High Altitude Takeoff and Landing

FAR § 25.801 ditching not complied with.

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

8.4 Equivalent Safety Findings for Citation Encore+

(a) 14 CFR § 25.815, Passenger Cabin Aisle Width;

(b) 14 CFR § 25.773(b)(2), Use of clear vision area of windshield;

(c) ELOS Memo # AT4267WI-T-P-1, 14 CFR § 25.1549(a) through (c) digital only displays N2, engine fuel flow (WF), and standby N1, N2, and ITT;

(d) 14 CFR § 25.813(e), Frangible door;

(e) 14 CFR § 25.807(d), Emergency exits ditching.

(f) 14 CFR § 25.841 (b)(6), Cabin Pressurization – High Altitude Takeoff and Landing

(g) ELOS Memo #ST4383WI-T-SE-1, 14 CFR 25.1303(a)(9) and 25.1547 electronic standby direction indicator.

14 CFR § 25.801 ditching not complied with.

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

9. Environmental Protection Standards

Noise requirements: ICAO Annex 16, Volume I
(see TCDSN UK.TC.A.00087)
Emission requirements: ICAO Annex 16, Volume II

III. Technical Characteristics and Operational Limitations

1. Type Design Definition: The Cessna Model 560 Variants Citation V, Citation Ultra, Citation Encore and Citation Encore+ are defined by Cessna Airplane Assembly Drawing Number 6500560.

2. Description: The Cessna Model 560 Variants Citation V, Citation Ultra, Citation Encore and Citation Encore+ are pressurized, low-wing monoplanes that are certified for up to 13 occupants including a minimum crew of two.

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

4. Dimensions

4.1 Dimensions for Citation V

Span	52 ft 2 in	(15.90 m)
Length	48 ft 9 in	(14.90 m)
Height	15 ft 0 in	(4.57 m)
Wing Area	342.6 sq ft	(31.83 sq m)

4.2 Dimensions for Citation Ultra

Same as for Citation V, see III 4.2

4.3 Dimensions for Citation Encore

Span	54 ft 1 in	(16.48 m)
Length	48 ft 11 in	(14.91m)
Height	15 ft 2 in	(4.62 m)
Wing Area	322.3 ft2	(29.94 m2)

4.4 Dimensions for Citation Citation Encore+

Same as for Citation Encore+, see III 4.3

5. Engines

Variant of Model 560		Citation V	Citation Ultra	Citation Encore	Citation Encore+
Engines		Two Pratt & Whitney of Canada, Inc. JT15D-5A turbofans	Two Pratt & Whitney of Canada, Inc. JT15D-5D turbofans	Two Pratt & Whitney of Canada, Inc. PW535A turbofans	Two Pratt & Whitney of Canada, Inc. PW535B turbofans
Engine Limits Static thrust, standard day, sea level	Takeoff (5 min., Normal All Engines Operating)	2900 lbs (1315 kg)	3045 lbs. (1381 kg)	3,400 lbs. (1,542 kg)	3,400 lbs (1,542 kg)
	Takeoff (10 min., One Engine Inoperative)	--	--	3,400 lbs. (1,542 kg)	3,400 lbs (1,542 kg)
	Maximum continuous	2900 lbs (1315 kg)	3045lbs (1381 kg)	3,400 lbs. (1,542 kg)	3,400 lbs (1,542 kg)
Engine Limits Maximum permissible engine rotor operating speeds	N1 (Fan)	104%	100%	100%	100%
		16540 rpm	16860 rpm	15,850 rpm	15,850 rpm
	N2 (Gas Gen.)	96%	97%	100%	100%
		31450 rpm	31777 rpm	33,970 rpm	33,970 rpm
Engine Limits Maximum permissible interturbine gas temperatures	Takeoff	700°C	720°C	700°oC	700°C
	Max. continuous	680°C	700°C	700°C	700°C
	Starting	550ºC	550ºC	740°C	740°C
	Transient	720°C (for 2 seconds)	740°C (for 2 seconds)	740°C (for 20 seconds)	740°C (for 20 seconds)

6. (Reserved)

7. (Reserved)

8. Fluids

8.1 Fluids for Citation V

8.1.1 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

8.1.2 Oil: Exxon Turbo Oil 2380, BP Turbo Oil 2380, Aero Shell Turbine500, Royco Turbine Oil 500, Mobile Jet Oil II, Castrol 5000, Aero Shell Turbine Oil 560, Royco Turbine Oil 560, Mobile Jet Oil 254

8.1.3.	Coolant:	Not applicable

8.2 Fluids for Citation Ultra

Same as for Citation V, see III 8.1

8.3 Fluids for Citation Encore

8.3.1	Fuel:	Jet A, Jet A-1, Jet B, JP-4, JP-5, or JP-8.
8.3.2	Oil:	Exxon Turbo Oil 2380, BP Turbo Oil 2380, Aero Shell Turbine 500, Royco Turbine Oil 500, Mobile Jet Oil II, Castrol 5000, Aero Shell Turbine Oil 560, Royco Turbine Oil 560, Mobile Jet Oil 254
8.3.3	Coolant:	Not applicable.

8.4 Fluids for Citation Citation Encore+

8.4.1	Fuel:	Jet A, Jet A-1, JP-5 or JP-8.
8.4.2	Oil:	Exxon Turbo Oil 2380, BP Turbo Oil 2380, Aero Shell Turbine 500, Royco Turbine Oil 500, Mobile Jet Oil II, Castrol 5000, Aero Shell Turbine Oil 560, Royco Turbine Oil 560, Mobile Jet Oil 254
8.4.3	Coolant:	Not applicable

9. Fluid capacities

9.1 Fluid capacities for Citation V

9.1.1	Fuel (Gal/Liters):	Two wing tanks: Total 431.9/1635 each; usable 430.5/1,630 each ARM: 302.7 in. See NOTE 6 for data on unusable fuel	
9.1.2	Oil (Quarts/Liters):	Two engine-mounted tanks:	Total 8.1/7.7 each; usable 4.8/4.5 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

9.2 Fluid capacities for Citation Ultra

9.2.1	Fuel (Gal/Liters):	Two wing tanks:	Total 431.9/1635 each; usable 430.5/1,630 each
		ARM:	302.7 in.
		See NOTE 6 for data on unusable fuel	
9.2.2	Oil (Quarts/Liters):	Two engine mounted tanks:	Total 8.4/7.9 each; usable 4.7/4.4 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

9.3 Fluid cpacities for Citation Encore

9.3.1 Fuel (Gal/Liters): Two wing tanks: Total 406.4/1538.4 each; usable 403/1526 each
ARM: +303.5 in.
See NOTE 6 for data on unusable fuel

9.3.2 Oil (Quarts/Liters): Two engine mounted tanks: Total 8.6/8.1 each; usable 0.6/0.6 each
ARM: +387.0 in.

Windshield Anti-Ice Fluid Capacity: 2.0 quarts/1.9 Liters
ARM: +91.5 in.
Approved Anti-Ice Fluids: TT-I-735 Isopropyl alcohol

9.4 Fluid capacities for Citation Citation Encore+

Same as for Citation Encore, see III 9.3

10. Airspeed Limits (KCAS)

		Citation V	Citation Ultra	Citation Encore	Citation Encore+
V_{MO} (Maximum operating)	Sea level to 8000 ft (2438 m)	260 KCAS (261 KIAS)	260 KCAS (261 KIAS)	260 KCAS (262 KIAS)	260 KCAS (262 KIAS)
*See NOTE 3 for restricted V_{MO} for optional fuel weight configuration	8000 ft (2438 m) to 28907 ft (8811 m)	290 KCAS (292 KIAS)*	290 KCAS (292 KIAS)*	290 KCAS (292 KIAS)	290 KCAS (292 KIAS)
	M_{MO} Above 28907 ft (8811 m)	0.75 Mach (0.755 MIAS)	0.75 Mach (0.755 MIAS)	0.75 Mach (0.755 MIAS)	0.75 Mach (0.755 MIAS)
V_A (Sea level)	at MTOW See AFM for variations with weight and altitude	201 KCAS (202 KIAS)	201 KCAS (202 KIAS)	193 KCAS (194 KIAS)	193 KCAS (194 KIAS)
V_{FE} (Flaps extended)	35° (Landing)	174 KCAS (173 KIAS)	174 KCAS (173 KIAS)	173 KCAS (173 KIAS)	173 KCAS (173 KIAS)
	15° (Takeoff and approach)	199 KCAS (200 KIAS)	199 KCAS (200 KIAS)	199 KCAS (200 KIAS)	199 KCAS (200 KIAS)
	7° (Takeoff)	199 KCAS (200 KIAS)	199 KCAS (200 KIAS)	199 KCAS (200 KIAS)	199 KCAS (200 KIAS)
V_{MCA} (Minimum control speed Air)		84 KCAS (85 KIAS)	84 KCAS (85 KIAS)	84 KCAS (86 KIAS)	84 KCAS (86 KIAS)
V_{MCG} (Minimum control speed) Ground		85.5 KCAS (86 KIAS)	85.5 KCAS (86 KIAS)		
	15° (Takeoff)			95 KCAS (92 KIAS)	95 KCAS (92 KIAS)
	7° (Takeoff)			99 KCAS (96 KIAS)	99 KCAS (96 KIAS)

		Citation V	Citation Ultra	Citation Encore	Citation Encore+
V_{LO} (Landing gear operating extend)		249 KCAS (250 KIAS)	249 KCAS (250 KIAS)	249 KCAS (250 KIAS)	249 KCAS (250 KIAS)
V_{LO} (Landing gear operating retract)		199 KCAS (200 KIAS)	199 KCAS (200 KIAS)	199 KCAS (200 KIAS)	199 KCAS (200 KIAS)
V_{LE} (Landing gear extended)		290 KCAS (292 KIAS)	290 KCAS (292 KIAS)	249 KCAS (250 KIAS)	249 KCAS (250 KIAS)
V_{SB} (Speed brakes extended		Any speed with or without flaps	Any speed with or without flaps	Any speed with or without flaps	Any speed with or without flaps

See NOTE 4 for V_{LO} and V_{LE} for 12,200 lb. ZFW option and gravel kit.

11 Flight Envelope: The flight envelope is defined in the applicable EASA/CAA approved Aircraft Flight Manuals (AFM); the AFMs are referenced in chapter IV.1.

Maximum Operating Altitude 13,716 m (45,000 ft.)

12. Operating Limitations

12.1 (Reserved)

12.2 (Reserved) Control surface movement removed

13. Maximum Certified Weights

	Citation V	Citation Ultra**	Citation Encore	Citation Encore+
Takeoff	7212 kg (15,900 lbs)	7394 kg (16,300 lbs)	7,543 kg (16,630 lbs)	7,634 kg (16,830 lbs
Landing	6895 kg (15,200 lbs)	6895 kg (15,200 lbs)	6,895 kg (15,200 lbs)	6,895 kg (15,200 lbs)
Zero fuel	5080 kg (11,200 lbs)*	5534 kg (12,200 lbs)	5,715 kg (12,600 lbs	5,715 kg (12,600 lbs)
Ramp	7303 kg (16,100 lbs)	7484 kg (16,500 lbs)	7,634 kg (16,830 lbs)	7,725 kg (17,030 lbs)

*See NOTE 3 for optional zero fuel weight
** See NOTE 5

14. (Reserved) C.G. Range section removed. See approved manual.

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

16. Mean Aerodynamic Cord (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

17. Levelling means

17.1 Levelling means for Citation V and Ultra

Seat Rails

17.2 Levelling means for Citation Encore and Encore+

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

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

19. Maximum Seating Capacity: Up to 13 (2 Pilots, up to 11 Passengers)

20. Baggage / Cargo Compartment

20.1 Baggage / Cargo Compartment for Citation V

Nose Compartment	350 lb.(159kg) (at Sta. + 74.0)
Aft Cabin	600 lb.(272kg) (at Sta.+ 348.04)
Tailcone	300 lb. (136kg) (at Sta.+ 434.0) and 200 lb. (91kg) (at Sta.+ 462.0)

20.2 Baggage / Cargo Compartment for Citation Ultra

Nose Compartment	310 lb.(141kg) (at Sta. + 74.0)
Aft Cabin	600 lb.(272kg) (at Sta.+ 348.04)
Tailcone	300 lb. (136kg) (at Sta.+ 434.0) and 200 lb. (91kg) (at Sta.+ 462.0)

20.3 Baggage / Cargo Compartment for Citation Encore and Encore +

Same as Citation Ultra, see III 20.2

21. (Reserved) Wheel and Tyres section removed. See approved manual.

22. (Reserved)

IV. Operation and Service Instructions

1. Operation and Service Instructions for Citation V - S/N 560-0001 through 560-0259

Airplane Flight Manual (AFM)	Airplanes must be operated according to the FAA Approved Airplane Flight Manual (AFM), part number 56FM-11 (or later approved revision)
Airplane Maintenance Manual	Model 560 Maintenance Manual, 56MM-11 or later approved revision. See Chapter 4, “Airworthiness Limitations” for inspections, mandatory retirement life information and other requirements for continued airworthiness. “Airworthiness Limitations” may not be changed without the approval of the CAA.

2. Operation and Service Instructions for Citation Ultra - S/N 560-0260 through 560-0538

Airplane Flight Manual (AFM)	Airplanes must be operated according to the FAA Approved Airplane Flight Manual (AFM), part number 56FMA-08 (or later approved revision)

Airplane Maintenance Manual	Model 560 Maintenance Manual, 56MM-11 or later approved revision. See Chapter 4, "Airworthiness Limitations" for inspections, mandatory retirement life information and other requirements for continued airworthiness. "Airworthiness Limitations" may not be changed without the approval of the CAA.

3. Operation and Service Instructions for Citation Encore - S/N 560-0539 through 560-0750

Airplane Flight Manual (AFM)	Airplanes must be operated according to the FAA Approved Airplane Flight Manual (AFM), part number 56FMB-04 (or later approved revision)
Airplane Maintenance Manual	Model 560 Encore Maintenance Manual, 56MM-12 or later approved revision. See Chapter 4, "Airworthiness Limitations" for inspections, mandatory retirement life information and other requirements for continued airworthiness. "Airworthiness Limitations" may not be changed without the approval of CAA.

4. Operation and Service Instructions for Citation Encore+ - S/N 560-0751 through 560-5000

Airplane Flight Manual (AFM)	Airplanes must be operated according to the FAA Approved Airplane Flight Manual (AFM), part number 56FFMC-00(or later approved revision)
Airplane Maintenance Manual	Model 560 Encore Maintenance Manual, 56MM-22 or later approved revision. See Chapter 4, "Airworthiness Limitations" for inspections, mandatory retirement life information and other requirements for continued airworthiness. "Airworthiness Limitations" may not be changed without the approval of CAA.

V. Notes

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

NOTE 2. 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 560 S/N 560-0001 through 560-5000	4.00 sq. in.

NOTE 3. Model 560 S/N 560-0001 through 560-0259 conforming to ECR 26053 are eligible for 12,200 lb. zero fuel weight with V_{MO} reduced to 275 KCAS from 8,000 ft. to 31,400 ft.

NOTE 4. Model 560 Citation V and Ultra (S/N 560-0001 through 560-0538) airplanes conforming to ECR 26053, 12,200 ZFW Option and conforming to ECR 26155 Gravel Kit, the following V_{LO}'s and V_{LE}'s apply:

	Model 560 (Citation V and Ultra)	
	12,200 lb. ZFW ECR 026053, Rev. D	Gravel Kit ECR 026155, 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 5. 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 046497 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. (7552 kg)
Ramp	16,850 lb. (7643 kg)
Landing	15,200 lb. (6895 kg)
Zero fuel	12,200 lb. (5534 kg)

NOTE 6. 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:

	Citation V S/N 560-0001 through 560-0259	Citation Ultra S/N 560-0260 through 560-0538	Citation Encore S/N 560-0539 through 560-0750	Citation Encore+ S/N 560-0751 through 560-5000:
Unusable fuel	20.0 lb. at +308.0 in.	20.0 lb. at +308.0 in.	35.6 lb. at + 289.1in.	34.8 lb. at + 289.1in.
Full oil	32.2 lb. at +387.0 in.	32.2 lb. at +387.0 in.	34.1 lb. at +387.0 in.	34.1 lb. at +387.0 in.

Hyd Fluid	31.5 lb. at +320.3 in.	31.5 lb. at +320.3 in.	21.7 lb. at +284.0 in.	15.4 lb. at +228.02 in.
Anti-Ice fluid (Windshield)	3.4 lb. at +91.4 in.	3.4 lb. at +91.4 in.	3.4 lb. at +91.5 in.	3.4 lb. at +91.5 in.

NOTE 7 Production Certificate No. PC-4 issued May 7, 1998. Applies to the following airplanes and serial numbers: Model 500 beginning at S/N 500-0687 through 500-0689; Model 550 beginning at S/N 550-0550 through 550-0800; Model S550 beginning at S/N S550-0034 through S550-0160; Model 552 beginning at S/N 552-0012 through 552-0015; Model 560 (Citation V and Citation Ultra) S/N 560-0001 through 560-0538; Model 550 (Bravo) S/N 550-0801 and on; and Model 560XL beginning at S/N 560-5001 and on; Model 560 Encore beginning at S/N 560-0539 through 560-0750 and Encore+ S/N 560-0751 through 560-5000.

NOTE 8 Certain Models meet the initial airworthiness requirements for operation in Reduced Vertical Separation Minimum (RVSM) airspace.

Model 560 Citation V	S/N 560-0001 through 560-0259 that have accomplished Service Bulletin SB560-34-97
Model 560 Ultra	S/N 560-0260 through 560-0525 that have accomplished Service Bulletin SB560-34-97, and S/N 560-0526 through 560-0538
Model 560 Encore Model 560 Encore+	S/N 560-0539 through 560-0750 S/N 560-0751 through 560-5000

NOTE 9 The Instructions for Continued Airworthiness for the Encore +, S/N 560-0751 through 560-5000 are incomplete at the time of Type Certification. The Model 560 Encore+ will be eligible for a standard airworthiness certificate when the ICA are complete and FAA accepted.

NOTE 10 All Model 560 replacement seats (crew and passenger), althrough they may comply with TSO C39, must also be demonstrated to comply with FAR 25.785.

NOTE 11 All placards required by either the EASA/CAA Approved AFM, the applicable operating rules, or the certification basis, must be installed as specified for this Type Certificate via Parts List 6500560, 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.

Section 5: Model 560XL Citation Excel, Citation XLS, Citation XLS+

I General

1. Type / Variant / Model

a) Type: Model 560XL
b) Variant or Model: Excel (S/N 560-5001 through 560-5500)
XLS (S/N 560-5501 through 560-6000)
XLS+ (S/N 560-6001 and on)

2. Type Certificate Holder

Textron Aviation Inc.
One Cessna Boulevard
Wichita, Kansas 67215
USA

II Certification Basis

1. Reference Date for determining the applicable requirements: Same as FAA certification application date

2. (Reserved)

3. (Reserved)

4. Certification Basis: 560-5001 through 560-5500 (Excel)
560-5501 through 560-6000 (XLS)

(1) Part 25 of the Federal Aviation Regulations, effective February 1, 1965, as amended by Amendments 25-1 through 25-82, with additions and exceptions as follows:

(a) Additions:

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

(b) Exceptions (as shown in table):

SECTION NO.	TITLE	EFFECTIVE AMENDMENT	EXCEPTIONS [Not Part of Cert. Basis]
25.562	Emergency landing dynamic conditions.	25-82 Applicable	§§ 25.562(c)(5) and (c)(6)
25.571	Damage-tolerance and fatigue evaluation of structure.	25-82 Applicable	§ 25.571(e)(1)
25.631	Bird strike damage.	None, this section is not part of cert basis.	§ 25.631 not applicable

25.671	Control Systems – General. • Applicable to the 2-position horizontal stabilizer. • All other airplane control systems.	25-82 Original Issue Applicable (25-1 through 25-17)	None § 25.671 as amended by Amdts. 25-23 and later, not applicable
25.677	Trim Systems. • Applicable to the 2-position horizontal stabilizer. • All other airplane trim systems, including the elevator trim.	25-82 Original Issue Applicable (25-1 through 25-17)	None § 25.677 as amended by Amdts. 25-23 and later, not applicable
25.1309	Equipment, systems, and installations. • 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.	25-82 Original Issue Applicable (25-1 through 25-17)	None § 25.1309 as amended by Amdts. 25-23 and later, not applicable

(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.

(4) CS-FCD Operational Suitability Data (OSD) Flight Crew Data, 31 January 2014.

(5) CS-MMEL Master Minimum Equipment List, 31 January 2014.

5. Special Conditions:

(a) 25-ANM-79, effects of High Intensity Radiated Fields (HIRF). The portions associated with System Lightning Protection do not apply; and

(b) 25-ANM-21, High Altitude Operation (45,000 feet). See note 1.

(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.

6. Exemption:

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

7. Equivalent Level of Safety Findings:

(a) FAR § 25.807(e), Emergency exits ditching (involves water barrier);

(b) FAR § 25.815, Passenger Cabin Aisle Width; (See Note 2)

(c) FAR § 25.813(e), Lavatory door installation between passenger compartments;

(d) FAR §§ 25.811(d)(1); 25.812(b)(1)(i), Emergency exit markings and locator signs;

(e) FAR § 25.841(b)(6), Takeoff and landing operations at high elevation airports;

(f) FAR § 25.1549(a) and (b), Digital only display of turbine engine N2;

(g) FAR §§ 1.1; 1.2; 25.101; 25.105; 25.109; 25.113; 25.115; 25.735; and 25.1587, Rejected takeoff distance and landing performance criteria (includes worn brake criteria); and

(h) FAR §§ 25.1305(a)(4), (a)(5), (a)(6), (c)(1) and (c)(3), and 25.1549(a) through (d), Digital only display of APU engine rotor speed, exhaust gas temperature and no indication of oil pressure or oil temperature.

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

(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), and 25.1459(e), Electric Standby Direction Indicator (Compass) (Applies to XLS)

FAR § 25.801 ditching not complied with.

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

8. Certification Basis: 560-6001 and On (XLS+)

(1) Part 25 of the Federal Aviation Regulations, effective February 1, 1965, as amended by Amendments 25-1 through 25-82, with additions and exceptions as follows:

a) Additions:

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

FAR §§ 25.901, 25.903, 25.933, 25.934, 25.939, and 25.943 as amended by Amendments 25-1 through 25-117.

14 CFR 25.1317(b) as amended by amendments 25-1 through 25-122, is applicable to global positioning system sensor for S/N 560-6247 and subsequent.

14 CFR 25.1457(a)(6) as amended by amendment 25-1 through 25-124, is applicable to the cockpit voice recorder installation when the optional ATN-B1 Datalink Installation is installed.

b) Exceptions (as shown in table):

SECTION NO.	TITLE	EFFECTIVE AMENDMENT	EXCEPTIONS [Not Part of Cert. Basis]
25.562	Emergency landing dynamic conditions.	25-82 Applicable	§§ 25.562(c)(5) and (c)(6)
25.571	Damage-tolerance and fatigue evaluation of structure.	25-82 Applicable	§ 25.571(e)(1)
25.631	Bird strike damage.	None, this section is not part of cert basis.	§ 25.631 not applicable
25.671	Control Systems – General. Applicable to the 2-position horizontal stabilizer. All other airplane control systems.	 25-82 Original Issue Applicable (25-1 through 25-17)	 None § 25.671 as amended by Amdts. 25-23 and later, not applicable
25.677	Trim Systems. Applicable to the 2-position horizontal stabilizer. All other airplane trim systems, including the elevator trim.	 25-82 Original Issue Applicable (25-1 through 25-17)	 None § 25.677 as amended by Amdts. 25-23 and later, not applicable
25.1309	Equipment, systems, and installations. 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 through 25-17) 25-117	 None § 25.1309 as amended by Amdts. 25-23 and later, not applicable

(2) FAR Part 36 effective December 1, 1969, as amended by amendments 36-1 thru 36-28 for S/N 560-6001 to 560-6317 and 560-6319 to 560-6321. FAR Part 36 effective December 1, 1969, as amended by amendments 36-1 thru 36-31 for S/N 560-6318 and 560-6322 and on

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

(4) CS-FCD Operational Suitability Data (OSD) Flight Crew Data, 31 January 2014

(5) CS-MMEL Master Minimum Equipment List, 31 January 2014

(6) CS-ACNS Airborne Communications, Navigation and Surveillance, Issue 3, 31 May 2021

9. Special Conditions:

(a) 25-ANM-79, effects of High Intensity Radiated Fields (HIRF). The portions associated with System Lightning Protection do not apply; and

(b) 25-ANM-21, High Altitude Operation (45,000 feet). See note 1.

(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.

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

11. Equivalent Level of Safety Findings:

(a) FAR § 25.807(e), Emergency exits ditching (involves water barrier);

(b) FAR § 25.815, Passenger Cabin Aisle Width; (See Note 2)

(c) FAR § 25.813(e), Lavatory door installation between passenger compartments;

(d) FAR §§ 25.811(d)(1); 25.812(b)(1)(i), Emergency exit markings and locator signs;

(e) FAR § 25.841(b)(6), Takeoff and landing operations at high elevation airports;

(f) FAR § 25.1549(a) and (b), Digital only display of turbine engine N2;

(g) FAR §§ 1.1; 1.2; 25.101; 25.105; 25.109; 25.113; 25.115; 25.735; and 25.1587, Rejected takeoff distance and landing performance criteria (includes worn brake criteria); and

(h) FAR §§ 25.1305(a)(4), (a)(5), (a)(6), (c)(1) and (c)(3), and 25.1549(a) through (d), Digital only display of APU engine rotor speed, exhaust gas temperature and no indication of oil pressure or oil temperature.

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

(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), and 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

FAR § 25.801 ditching not complied with.

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

12. EASA additions to Certificaton Basis based on CS 25 amendment 1 Certification Review Items (CRI):

12.1 Special Conditions

CRI B-01	Steep Approach Landing
CRI F-03	HIRF Protection
CRI F-04	Electrical Wiring Interconnection System
CRI F-05	Lightning Protection – direct/indirect effects
CRI F-06	Electronic Charts
CRI F-12	Data Link Services for the Single European Sky
CRI F-13	Flight Recorders including Data Link Recording
CRI N-01	Noise Standards

12.2 Equivalent Safety Finding:

CRI F-10	Digital Display of Turbine Engine N2

13. Environmental Standards

Noise requirements:	ICAO Annex 16, Volume I, (sse TCDSN UK.TC.A.00087)
Emission requirements:	ICAO Annex 16, Volume II

III Technical Characteristic and Operating Limitations

1 Type Design Definition: The Model 560XL is defined by Cessna Airplane Assembly Drawing Number 6600000.

2. Description: The Model 560XL (Excel, XLS and XLS+) is a mid-sized, pressurized, low-wing business jet which is certified for up to 12 person including a minimum crew of two.

3. Equipment: The equipment required by the applicable requirements shall be installed.

4. Dimensions:

Span	55 ft 8 in (16.97 m)
Length	51 ft 10 in (15.80 m) (Excel, XLS) 52 ft 9 in (16.07 m) (XLS+)
Height	17 ft 2 in (5.23 m)
Wing Area	369.7 sq ft (34.4 sq m)

5. Engines:

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

S/N 560-5501 and on.
Two Pratt & Whitney of Canada, Inc. PW545B Turbofans

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

Engine Limits:

S/N 560-5001 through 560-5500
PW545A Turbofans

Static thrust standard day, sea level:

Takeoff (5 min.) 3952 lb.(1,793kg)
Max. continuous 3372 lb.(1,530kg)

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

N1 (Fan) 100 percent	13,034 r.p.m.
N2 (Gas Gen.) 101.8 percent (S/N 560-5001, 560-5003 thru 560-5500)	33,289 r.p.m.

Max. permissible interturbine gas temperatures:

Takeoff	720° C.
Max. continuous	720° C.
Starting	720° C.
Transient (20 seconds)	760° C.

S/N 560-5501 and on
PW545B Turbofans

Static thrust standard day, sea level:

Takeoff (5 min.)	4119 lb.(1,868kg)
Max. continuous	3372 lb.(1,530kg)

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

N1 (Fan) 100 percent	13,034 r.p.m.
N2 (Gas Gen.) 102.8 percent	33,622 r.p.m.

Max. permissible interturbine gas temperatures:

Takeoff	740° C.
Max. continuous	720° C.
Starting	740° C.
Transient (20 seconds)	780° C.

S/N 560-6001 and on
PW545C Turbofans

Static thrust standard day, sea level:

Takeoff (5 min.)	4119 lb.(1,868kg)
Max. continuous	3372 lb.(1,530kg)

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

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

N2 (Gas Gen.) 102.8 percent	33,622 r.p.m.

Max. permissible interturbine gas temperatures:

Takeoff	740° C.
Max. continuous	720° C.
Starting	740° C.
Transient (20 seconds)	780° C.

6. (Reserved)

7. (Reserved)

8. Fluids

8.1 Fuel:

Excel and XLS	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.
XLS+	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.

8.2. Oil: Aero Shell Turbine Oil 500, Royco Turbine Oil, Castrol 5000, BP 2380 Turbo Oil (Type II), Aero Shell Turbine Oil 560

8.3. Coolant: Not applicable.

9. Fluid capacities:

9.1 Fuel (Gal/Liters): Two wing tanks: Total 505.8/1,914.7 each;
usable 503.0/1,904.1 each
ARM 328.8 in. aft of datum
See NOTE 4 for data on unusable fuel.

9.2 Oil (Quarts/Liters): Two engine mounted tanks: Total 7.5/7.1 each;
usable 0.6/0.6 each
ARM 433.9 in. aft of datum

10. Airplane Limit Speeds (KCAS)

		Model 560XL (Excel/XLS/XLS+)
VMO (Maximum Operating)	Sea level to 8000 ft (2438 m)	261 KCAS (260 KIAS)
	8000 ft (2438 m) to 26,515 ft (8082 m)	306 KCAS (305 KIAS)
MMO	Above 26,515 ft (8082 m)	0.752 Mach (0.750 MIAS)
VA (Sea level)	at 20,000 lb. See AFM for variations with weight and altitude	196 KCAS (195 KIAS)

VB (Speed for max. gust intensity)		211 KCAS (210 KIAS)
VFE (Flaps extended)	35° (Landing)	175 KCAS (174 KIAS)
	15° (Takeoff and approach)	201 KCAS (200 KIAS)
	7° (Takeoff and approach)	201 KCAS (200 KIAS)
VMCA Air (Takeoff)	[Min control speed]	90 KCAS (90 KIAS)
VMCL Air (Landing)	[Min control speed]	92 KCAS (92 KIAS)
VMCG (Minimum control speed) Ground		98 KCAS (98 KIAS)
VLO (Landing gear operating extend)		251 KCAS (250 KIAS)

11. Maximum Operating Altitude 45,000 ft. (13,716 m)
12. (Reserved)
13. Maximum Certified Weights in lbs (kg)

*S/N 560-5001 through 560-5500 * See Note 3.

Maximum Weight	Takeoff	20,000 lb. (9,072 kg)
	Landing	18,700 lb. (8,482 kg)
	Zero fuel	15,000 lb.(6,804 kg)
	Ramp	20,200 lb. (9,163 kg)
Minimum Weight	Inflight	12,400 lb. (5,625 kg)

S/N 560-5501 and on

Maximum Weight	Takeoff	20,200 lb. (9,163 kg)
	Landing	18,700 lb. (8,482 kg)
	Zero fuel	15,100 lb. (6,849 kg)
	Ramp	20,400 lb. (9,253 kg)
Minimum Weight	Inflight	12,400 lb. (5,625 kg)

S/N 560-6001 through 560-6317 and 560-6319 through 560-6321

Maximum Weight	Takeoff	20,200 lb. (9,163 kg)
	Landing	18,700 lb. (8,482 kg)
	Zero fuel	15,100 lb. (6,849 kg)
	Ramp	20,400 lb. (9,253 kg)
Minimum Weight	Inflight	12,400 lb. (5,625 kg)

S/N 560-6318 and 560-6322 and on

Maximum Weight	Takeoff	20,330 lb. (9,222 kg)

	Landing	18,700 lb. (8,482 kg)
	Zero fuel	15,360lb. (6,967 kg)
	Ramp	20,530 lb. (9,312 kg)
Minimum Weight	Inflight	12,400 lb. (5,625 kg)

14. (Reserved)

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

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

17. Levelling means — Outboard floor panel inside of door parallel to B.L. 13.00.

18. Minimum Flight Crew — For all flights: 2 persons (pilot and co-pilot)

19. Maximum Seating Capacity: — 2 to 14 (2 crew, 0 to 12 passengers) (See Note 2)

20. (Reserved)

21. Baggage/Cargo Compartment

Tailcone	700 lb. (318 kg) at 431.0 in. aft of datum

22. Wheels and Tyres — Maximum ground speed — 165 knots

IV Operating and Service Instructions

Airplane Flight Manual (AFM)	Airplanes must be operated according to the FAA Approved Airplane Flight Manual (AFM), part number 56XFM-12 (or later approved revision for Serials -5001 through -5500), part number 56XFMA-02 (or later approved revision for Serials -5501 and On), and part number 56XFMB-00 (or later approved revision for Serials -6001 and On)
Airplane Maintenance Manual	Model 560XL Maintenance Manual, 56XMM-22 or later approved revision. See Chapter 4, “Airworthiness Limitations” for inspections, mandatory retirement life information and other requirements for continued airworthiness. “Airworthiness Limitations” may not be changed without the approval of CAA.

V Operational Suitability Data

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014, as adopted by the UK on leaving the EU.

1. Master Minimum Equipment List

a) UK-CAA MMEL ref 560MMELUK-03 Rev 3 dated September 2023, "UK-CAA Master Minimum Equipment List", or later CAA approved or accepted revision.
b) Required for entry into service by UK operator.

2. Flight Crew Data

a) 560XLALLOSDFC-01, Revision Original dated 21 April 2015, "EASA Operational Suitability Data (OSD), Flight Crew, Cessna Aircraft Company, Cessna Citation C560 XL/XLS/XLS+", or later CAA approved or accepted revision.
b) Required for entry into service by UK operator.
c) Pilot Type Rating: C560XL/XLS

VI. Notes

NOTE 1. 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 560XL	3.98 sq. in.

NOTE 2 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 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 3 Model 560XL aircraft, S/N 560-5001 through 560-5500, modified per SB560XL-32-28:
C.G. Range (Landing Gear Extended):

Forward Limits: Linear variation from 324.30 in. aft of datum (21.54% MAC) at 20,400 lb. to 319.47 in. aft of datum (15.81 % MAC) at 12,400 lb.

Aft Limits: 331.26 in. aft of datum (30.0% MAC) from 15,000 lb. through 12,400 lb
Linear variation from 331.26 in. aft of datum (29.37% MAC) at 17,800 lb. to
330.74 in. aft of datum (30.0% MAC) at 15,000 lb.
330.74 in. aft of datum (29.37% MAC) from 17,800 lb. through 20,400 lb.

Maximum Weight
Takeoff 20,200 lb. (9,163 kg)
Landing 18,700 lb. (8,482 kg)
Zero fuel 15,100 lb. (6,849 kg)

Ramp 20,400 lb. (9,253 kg
Minimum Weight
Inflight 12,400 lb. (5,625 kg)

NOTE 4 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	37.8 lb. at +333.5 in.	560XL S/N 560-5001 and on
Full oil	23.7 lb. at +433.9 in.	560XL S/N 560-5001 and on
Hyd Fluid	34.2 lb. at +354.0 in.	560XL S/N 560-5001 and on

NOTE 5 Certain Models meet the initial airworthiness requirements for operation in Reduced Vertical Separation Minimum (RVSM) airspace.

Model 560XL Citation SII	S/N 560-5001 and on.

NOTE 6 All Model 560XL replacement seats must comply with FAR § 25.562, Emergency landing dynamic conditions, as shown in the certification basis.

NOTE 7 Model 560XL, S/N 560-5001 thru 560-5500, 560-5501 thru 560-6000, 560-6001 and on:
Required Emergency Equipment: The basic required emergency 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. Refer to Regulation (EC) No 1005/2009 (as amended) for information on controlled substances. For commercial operation CS 26.170(b) should be considered.

NOTE 8 All placards required by either the EASA/CAA Approved AFM, the applicable operating rules, or the certification basis, must be installed as specified for this Type Certificate via Parts List 6600000, 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.

SECTION ADMINISTRATIVE

23. Acronyms and Abbreviations

ACNS:	Airborne Communications, Navigation and Surveillance
APU:	Auxiliary Power Unit
AWO:	All Weather Operation
CRI:	Certification Review Item
CS:	Certification Specification
EASA:	European Union Aviation Safety Agency
ESF:	Equivalent Safety Finding
FAA:	Federal Aviation Administration
ICAO:	International Civil Aviation Organization
JAR:	Joint Aviation Requirement
MMEL:	Master Minimum Equipment List
MEL:	Minimum Equipment List
NPA:	Notice of Proposed Amendment
INT/POL:	JAA Interim Policy
RVSM:	Reduced Vertical Separation Minima
SB:	Cessna Service Bulletin
SC:	Special Condition
S/N:	Serial Number
TCDS:	Type Certificate Data Sheet
TCDSN:	Type Certificate Data Sheet for Noise

Type Certificate Holder Record

TCH Record	Period
Cessna Aircraft Company P.O. Box 7704 Wichita Kansas 67277 USA	From 14 September 2007 To 05 January 2016
Textron Aviation Inc. One Cessna Boulevard Wichita, Kansas 67215 USA.	From 06 January 2016

Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
1	29 Sept 2023	Initial issue, replacing EASA.IM.A.207 Issue 6. Section 5.III.13: Updated MTOW for aircraft 560XL/XLS Serial Numbers 560-6318 and 560-6322 and subsequent to: 9,222 kg (20,330 lb). based on UK approval ref UK.MAJ.00274. Section 5.V.1: Introduction of UK-CAA MMEL ref 560MMELUK-03 Rev 3 dated September 2023	Initial Issue, 29 Sept 2023

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