



## ***European Aviation Safety Agency***

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**EASA**

**TYPE-CERTIFICATE  
DATA SHEET**

**No. EASA.IM.A.097**

**for  
Cessna 750 (Citation X)**

**Type Certificate Holder:  
CESSNA AIRCRAFT COMPANY**  
P.O. Box 7704  
Wichita, Kansas 67277  
USA

**Airworthiness Category: Large Aeroplanes**

**For Model: 750**

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## **I. General**

1. Type/Model: 750 (Citation X)
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: Cessna Aircraft Company  
P.O. Box 7704  
Wichita, Kansas 67277  
USA
5. FAA Certification Application Date: 15 October 1991
6. EASA Validation Application Date: 09 April 1992
7. FAA Type Certification Date: 31 May 1996
8. EASA Type Validation Date: 01 July 1999 (UK CAA)

## **II. Certification Basis**

1. Reference Date for determining the applicable airworthiness requirements Same as FAA certification application date
2. FAA Type Certificate Data Sheet No. T00007WI
3. FAA Certificaton Basis See FAA Type Certificate Data Sheet No. T00007WI
4. EASA Airworthiness Requirements
  - V. JAR-25, Change 13, effective 5 October 1989,
  - VI. Orange Paper 90/1, effective 11 May 1990,
  - VII. Orange Paper 91/1, effective 12 April 1991,
  - VIII. Orange Paper 93/1, effective 8 March 1993
  - IX. JAR AWO Change 1, effective 29 Nov. 1985 and
  - X. JAR AWO Change 2, effective 01 August 1996
  - XI. NPA AWO-5, CAT. II
  - XII. NPA AWO-9, CAT. II
  - XIII. JAR APU Change 2, 26 September 1983, (Note: APU is classified as non-essential on this aircraft.)
  - XIV. JAA IL-23 RVSM, effective April 1994.
  - XV. NPA 25G-255 Issue 1 from 28 August 1992, Flight Manuals – General
  - XVI. NPA 25B-240 Landing performance in abnormal configurations
5. Special Conditions
  - CRI A-01 Thrust reversers (TGM/25/01)  
Yawing manoeuvring conditions (INT/POL/25/8)
  - SC B-07 Accelerate-Stop Distances and Related Performance Matters, 16 February 1993  
(INT/POL/25/5)
  - SC B-08 Performance Calculator (CPCalc) (TGL-OPS Leaflet No. 36)
  - SC C-03 Interaction of Systems with Structures (TGM/GEN/01; NPA 25C-199)

- SC C-04 Ground Gust (TGM/GEN/01)
- SC C-10 Personal injury criteria for dynamic testing of Single Place Side-Facing Seats
- SC D-01 Worn Brakes (INT/POL/25/6)
- SC D-02 Protection from the effects of HIRF (INT/POL/25/2)
- SC D-03 Protection from the Effects of Lightning Strike; Direct Effects (INT/POL/25/3)
- SC D-04 Protection from the Effects of Lightning Strike; Indirect Effects (INT/POL/25/4)
- SC D-09 Special Conditions for operation to 51000 feet Altitude
- SC D-11 Sidefacing Divan
- SC F-01 Basic RNAV (B-RNAV) Systems Airworthiness Approval (TGL/3 Rev 1)
- SC F-10 Enhanced Vision System (INT/POL/25/2; (INT/POL/25/4))

## 6. Exemptions

Engine-out lateral trim requirements of § 25.161(d) (FAA exemption number 6431) (Ref: CRI A-01)

## 7. Reserved

## 8. Equivalent Safety Findings

- ESF B-04 High Altitude Minimum Speed System
- ESF D-05 Towing, towbarless towing
- ESF D-06 Emergency Exit Marker and Location Signs
- ESF D-07 Ditching Emergency Exits for Passengers
- ESF D-08 Cabin Pressurization-High Altitude Takeoff and Landing Operations
- ESF D-10 Emergency Exit Access
- ESF D-12 Width of Aisle
- ESF D-13 Testing Standard for Thermal Acoustic Insulation
- ESF K-01 Approach Flight Path – Automatic Control, Audible Warning

## 9. Environmental Protection Requirements

- CRI A-03 Noise requirements: ICAO Annex 16, Volume I, 3rd edition
- CRI A-03 Emission requirements: ICAO Annex 16, Volume II, 2nd edition

### III. Technical Characteristics and Operational Limitations

1. Type Design Definition: The Cessna Model 750 is defined by Cessna Airplane Assembly Drawing Number 6700000.
2. Description: The Cessna Model 750 is a corporate jet with a swept wing, conventional empennage that is certified for a passenger seating configuration of up to 12.
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	19.39 m (63.6 ft)
Length	22.04 m (725.3 ft)
Height	5.85 m (19.2 ft)
Wing Area	48.96 m <sup>2</sup> (527ft <sup>2</sup> )
5. Engines

Variant of Model 750		S/N 750-0001 to 750-0172 not incorporating SB 750-71-10 & S/N 750-0001 to 750-0172 incorp. SB 750-32-50	S/N 750-0173 and on or incorporating SB 750-71-10
Engines		Two Rolls-Royce Model AE3007C Turbofan Engines P/N 23057202 refer to JAA Data Sheet JAA/E/96-017	Two Rolls-Royce Model AE3007C1 Turbofan Engines P/N 23074408 refer to JAA Data Sheet JAA/E/96-017
Engine Limits Static thrust, standard day, sea level	Takeoff (5 min., Normal All Engines Operating)	28.66 kN (6442 lbs)	30.09 kN (6764 lbs)
	Maximum continuous	28.66 kN (6442 lb)	30.09 kN (6764 lbs)
Engine Limits Maximum permissible engine rotor operating speeds	N1 (Fan) steady state	100% r.p.m.	100% r.p.m.
	N2 (Gas Gen.) steady state	101.6% r.p.m.	101.6% r.p.m.
Engine Limits Maximum permissible interturbine gas temperatures	Takeoff (5 minute limit)	888°C (1630°F) *850°C (1562°F)	907°C (1665°F)
	Max. continuous	850°C (1562°F)	857°C (1575°F)
	Starting, starter assisted	800°C (1472°F)	800°C (1472°F)
	Starting, windmill	888°C (1630°F) *850°C (1562°F)	888°C (1630°F)

\* For aircraft serial numbers 750-0003 through 750-0022 not incorporating Cessna Service Bulletin SB 750-34-04

6. Auxiliary Power Unit (APU): APU model GTCP 36-150 (CX), P/N 3800576-1 from Honeywell (Allied Signal), APU is non essential.  
APU limitations: according to applicable EASA approved Aircraft Flight Manuals (AFM); the AFMs are referenced in chapter IV.1.
- Maximum operating altitude 9449 m (31,000 feet)  
Maximum Starting Altitude 9449 m (31,000 feet)

7. Reserved

8. Fluids (Fuel, Oil, Additives, Hydraulics): The fluids are defined in the applicable EASA approved Aircraft Flight Manuals (AFM); the AFMs are referenced in chapter IV.1.

9. Fluid capacities

9.1 Fuel Capacity (Density: 0.8 kg/dm<sup>3</sup> (6.7 lbs/US gallon))

	Volume [dm <sup>3</sup> (gals (US))]	Mass [kg (lbs)]	Distances aft of datum [metres (inches)]
Usable Fuel LH Wing Tank	1,972 (521)	1,588 (3,500)	10.41 (+410.07)
Usable Fuel RH Wing Tank	1,972 (521)	1,588 (3,500)	10.41 (+410.07)
Usable Fuel Center Tank	3,361 (888)	2,722 (6,000)	8.52 (+335.32)

Total Usable Fuel (all tanks): 5,897 kg (13,000 lbs)

See NOTE 1 for data on unusable fuel

9.2 Oil (Density: 0.93kg/dm<sup>3</sup> (7.74 lbs/gal) or (1.93lbs/qt))

	Volume per engine [dm <sup>3</sup> (qts (US))]	Mass [kg (lbs)]	Distances aft of datum [metres (inches)]
Engine Oil (Total)	11.4 (12.1)	21.22 (46.80)	13.83 (+544.30)
Engine Usable Oil	11.2 (11.8)	20.77 (45.80)	13.83 (+544.30) (full)

See NOTE 1

9.3 Hydraulics (Density: 0.98 kg/dm<sup>3</sup> (8.2 lbs/US gallon))

	Volume [dm <sup>3</sup> (gals (US))]	Mass [kg (lbs)]	Distances aft of datum [metres (inches)]
Hydraulic Fluid - System A (Total)	16.4 (4.3)	16.13 (35.56)	+11.65 (+458.82)
Hydraulic Fluid - System B (Total)	10.2 (2.7)	9.97 (21.97)	+12.65 (+497.96)

See NOTE 1

10. Airspeed Limits: The airspeed limits are defined in the applicable EASA approved Aircraft Flight Manuals (AFM); the AFMs are referenced in chapter IV.1.

11. Flight Envelope: The flight envelope is defined in the applicable EASA approved Aircraft Flight Manuals (AFM); the AFMs are referenced in chapter IV.1.
- Maximum Operating Altitude 15,545 m (51,000 ft.)

## 12. Operating Limitations

### 12.1 Approved Operations

The Cessna 750 type is eligible for the following kinds of operation when the appropriate equipment and instruments required by the operating requirements are installed, approved, and operating as defined by the MMEL or MEL.

- Category I
- Category II (See note No. 2)
- VFR (Visual)
- IFR (Instrument)
- Day
- Night
- Icing
- Enhanced Surveillance (See note No. 3)
- RVSM (See note No. 4)

### 12.2 Other Limitations

Other limitations as defined in the applicable EASA approved Aircraft Flight Manuals (AFM); the AFMs are referenced in chapter IV.1.

## 13. Maximum Certified Masses

	S/N 750-0001 to 750-0172 <u>not</u> incorporating Cessna Service Bulletin 750-71-10 or Service Bulletin 750-32-50	S/N 750-0173 and on or incorporating Cessna Service Bulletin 750-71-10 or Service Bulletin 750-32-50
Ramp	16,329 kg (36,000 lbs)	16,511 kg (36,400 lbs)
Takeoff	16,193 kg (35,700 lbs)	16,375 kg (36,100 lbs)
Landing	14,424 kg (31,800 lbs)	14,424 kg (31,800 lbs)
Zero fuel	11,068 kg (24,400 lbs)	11,068 kg (24,400 lbs)

14. Centre of Gravity Range: The Centre of Gravity Ranges are defined in the applicable EASA approved Aircraft Flight Manuals (AFM); the AFMs are referenced in chapter IV.1.
15. Datum: Zero reference datum is 4.686 m (184.5 in.) forward of the levelling screw located 2.50 inches forward of the cabin door frame on Water Line 3.232 m (127.25 in.)
16. Mean Aerodynamic Chord (MAC): 3.012 m (118.60 in.) (Leading Edge of MAC at Frame Station 9.845 m (387.60 in.))
17. Levelling Means: Outboard floor panel inside of door parallel to B.L. 0.33 m (13.00 in.)

18. Minimum Flight Crew: For all flights: 2 (pilot and co-pilot)
19. Maximum Seating Capacity: Up to 14 (2 pilots and up to 12 passengers)
20. Baggage / Cargo Compartment: Maximum allowable loads
- Tail Compartment: 317.5 kg (700 lbs) (at Frame Station 12.446 m (490 in.))
- Floor loading density: 830 kg/m<sup>2</sup> (170 lbs/ft<sup>2</sup>)
21. Wheels and Tyres: Tire limit-maximum ground speed: 182 Knots
22. Reserved

## **IV Operating and Service Instructions**

### 1. Airplane Flight Manual (AFM)

#### 1.1 AFM for S/N 750-0001 to 750-0172 not incorporating Cessna Service Bulletin 750-71-10

Approved EASA Aircraft Flight Manual Model 750 (Citation X) (Metric, ICAO Units of Measure),  
Document No. 75EUM

Approved EASA Aircraft Flight Manual Model 750 (Citation X) (Imperial Units of Measure),  
Document No. 75EU

#### 1.2 AFM for S/N 750-0173 and on, and S/N incorporating Cessna Service Bulletin 750-71-10

Approved EASA Aircraft Flight Manual Model (750 Citation X) (Metric, ICAO Units of Measure),  
Document No. 75EUMA

Approved EASA Aircraft Flight Manual Model (750 Citation X) (Imperial Units of Measure),  
Document No. 75EUA

#### 1.3 AFM for S/N 750-0001 to 750-0172 incorporating Cessna Service Bulletin 750-32-50

Approved EASA Aircraft Flight Manual Supplement Model 750 Citation X,  
Document No. 75FM-S43 plus

Approved EASA Aircraft Flight Manual Model 750 (Citation X) (Metric, ICAO Units of Measure),  
Document No. 75EUM

Approved EASA Aircraft Flight Manual Model 750 (Citation X)(Imperial Units of Measure),  
Document No. 75EU

### 2. Instructions for Continued Airworthiness and Airworthiness Limitations

Information essential to the proper servicing and maintenance of the aircraft is contained in the Manufacturer's Manual section of the Instructions for Continued Airworthiness, Maintenance Manual marked 75MM00 or later revision.

Mandatory component replacement times, structural inspection intervals and related structural inspection procedures and Certification Maintenance Requirements are presented in the approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness, Cessna document 75MM00, Model 750 Maintenance Manual, chapter 4, or later revision approved by EASA in accordance with EASA ED Decision 2004/04/CF (or subsequent revisions of this decision).

### 3. Weight and Balance Manual (WBM) (see NOTE 1)

#### 3.1 WBM for S/N 750-0001 to 750-0172 not incorporating Cessna Service Bulletin 750-71-10

75WB-02, Cessna 750 (Citation X) Weight & Balance Manual or later revision approved by EASA in accordance with EASA ED Decision 2004/04/CF (or subsequent revisions of this decision)

#### 3.2 WBM for S/N 750-0173 and on, and S/N incorporating Cessna Service Bulletin 750-71-10 or Cessna Service Bulletin 750-32-50

75WBA-03, Cessna 750 (Citation X) Weight & Balance Manual or later revision approved by EASA in accordance with EASA ED Decision 2004/04/CF (or subsequent revisions of this decision)

**V. Notes**

NOTE 1: The airplane must be loaded according to the appropriate approved Weight and Balance Manual. The list of equipment included in certificated empty mass must be provided for each airplane at the time of original certification. The certified empty mass and corresponding center of gravity location must include the data from III.8 and:

	Mass [kg (lbs)]	Distances aft of datum [metres (inches)]
Unusable Fuel-Wing	29.48 (65.00)	+9.779 (+385.00)
Unusable Fuel-Center	6.8 (15.00)	+9.779(+385.00)
Trapped Fuel	10.07 (22.20)	+9.31 (+366.50)
Engine Unusable Oil	0.45 (1.00)	+13.83 (+544.30)

NOTE 2. The Aircraft is approved for Category II operations (flight director autopilot-coupled only). This does not constitute operational approval. Minimum approved integrated computer (IC-800) software is Phase IV (P/N 7017300-31201).

NOTE 3. Aircrafts incorporating Laseref III or Laseref IV IRS equipment are Enhanced Surveillance compliant. Aircrafts incorporating AHRS equipment are not Enhanced Surveillance compliant.

NOTE 4. Aircraft with part number 7014700-607 or 7030700-70706 Micro Air Data Computers meet the initial airworthiness requirements for operation in Reduced Vertical Separation Minimum (RVSM) airspace. Two (2) AZ-840 or AZ-940 Honeywell Micro Air Data Computers (MADC) are required equipment. Approved part numbers are listed in the following table:

Production Installations

MADC Part Number	Model 750-xxxx serial range
7014700-904	-0003 through -0041
7014700-604	-0001, -0002, -0042 through -0105
7014700-607	-0106 through -0240
7030700-70706	-0241 and on

Service Bulletin Installations

MADC Part Number	Service Bulletin
7014700-604	SB750-34-05 Rev. 0, 1
7014700-607	SB750-34-05 Rev. 2

Note: SB750-34-05 Rev. 2 supercedes SB750-34-05 Rev. 0,1. Rev. 0,1 are no longer applicable.

NOTE 5. Instrument Panel Mounted Stand-by Nav-Comm Control is required equipment for all EASA certified aircrafts.

NOTE 6. Customized Cabin and Interior Seating Configurations must be approved.

NOTE 7. Required placards are included in the Maintenance Manual, ref. 75MM00 (or later approved revision) Chapter 11, Placards and Markings.

NOTE 8. Two Honeywell Primus II Radio Systems (Model RCZ-833) are installed as standard equipment on the Model 750. Radio installation complies with the 8.33 kHz channel spacing requirements.

## **VI Abbreviations**

APU:	Auxiliary Power Unit
AWO:	All Weather Operation
CRI:	Certificaton Review Item
EASA:	European Aviation Safety Agency
ESF:	Equivalent Safety Finding
FAA:	Federal Aviation Administration
JAR:	Joint Aviation Requirement
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

## **VII Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1.0	28/09/2006	Initial Issue
Issue 2.0	17/08/2010	Implementation of an optional mass increase of 181.4 kg (400 lbs) by Cessna Service Bulletin 750-32-50 for S/N 750-0001 though 750-0172 Editorial revised to reflect latest EASA TCDS format