TYPE-CERTIFICATE
DATA SHEET

No. EASA.IM.A.033

for

Cessna 680 (Sovereign)

Type Certificate Holder:

Textron Aviation Inc.
One Cessna Boulevard
P.O. Box 7704
Wichita, Kansas 67277
USA

For Models: 680
680A
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SECTION 1: Model 680

I. General

1. Type/Model/Variant
   1.1 Type: Cessna
   1.2 Model: 680
   1.2.1 Variants: Citation Sovereign (S/N 680-0001 thru 680-0500)
                   Citation Sovereign+ (S/N 680-0501 and on)

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
   P.O. Box 7704
   Wichita, Kansas 67277
   USA

5. FAA Certification Application Date
   5.1 Citation Sovereign 24 November 1999
   5.2 Citation Sovereign+ 05 October 2011

6. EASA Validation Application Date
   6.1 Citation Sovereign 02 June 2004
   6.2 Citation Sovereign+ 20 December 2013

7. FAA Type Certificate Date
   7.1 Citation Sovereign 27 April 2000
   7.2 Citation Sovereign+ 05 October 2011

8. EASA Type Certification Date
   8.1 Citation Sovereign 31 March 2005
   8.2 Citation Sovereign+ 10 June 2014
II. Certification Basis

1. Reference Date for determining the applicable requirements

   Same as FAA certification application date

2. FAA Type Certification Data Sheet No.

   T00012WI

3. State of Design Airworthiness Authority Certification Basis

   See FAA Type Certificate Data Sheet No. T00012WI

4. EASA Airworthiness Requirements

4.1 EASA Airworthiness Requirements for Citation Sovereign

   JAR 25, Change 15, effective 01 August 2000,
   CS 25 amendment 1 for the Aft Openable (Foul Weather) Cockpit Window
   JAR AWO Change 2, effective 01 August 1996,
   JAA IL-23 RVSM, effective April 1994.

4.2 EASA Airworthiness Requirements for Citation Sovereign+

   JAR 25, Change 15, effective 01 August 2000 with the following additions:

   a) Certification Specification CS 25 Amendment 9, dated 05 August 2010

<table>
<thead>
<tr>
<th>CS 25 paragraphs</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>§ 25.345(a)(b)</td>
<td>For the wing modification and winglet installation aspect.</td>
</tr>
<tr>
<td>CS 25 paragraphs</td>
<td>Applicability</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------</td>
</tr>
<tr>
<td>§§ 25.373(a), 25.391(a)(e), 25.393, 25.395, 25.397(a)(c)</td>
<td>For the wing modification and winglet installation aspect.</td>
</tr>
<tr>
<td>§ 25.399</td>
<td>For entire airplane.</td>
</tr>
<tr>
<td>§ 25.405</td>
<td>For the wing modification and winglet installation aspect.</td>
</tr>
<tr>
<td>§ 25.427</td>
<td>For entire airplane.</td>
</tr>
<tr>
<td>§ 25.581</td>
<td>For winglet installation and all aircraft installations requiring electrical bonding and p-static protection.</td>
</tr>
<tr>
<td>§ 25.629</td>
<td>For entire airplane.</td>
</tr>
<tr>
<td>§ 25.899</td>
<td>For winglet installation and all aircraft installations requiring electrical bonding and p-static protection.</td>
</tr>
<tr>
<td>§§ 25.951(c), 25.954(a)(b), 25.965(a), 25.967(b)</td>
<td>For the wing modification and winglet installation aspect.</td>
</tr>
<tr>
<td>§ 25.981</td>
<td>For winglet installation.</td>
</tr>
<tr>
<td>§ 25.1001</td>
<td>For entire airplane.</td>
</tr>
<tr>
<td>§ 25.1316</td>
<td>Applies to all electrical/electronic systems installed that have system failures classified as Major, Hazardous (Severe-Major), and Catastrophic.</td>
</tr>
<tr>
<td>§§ 25.1323, 25.1325</td>
<td>For entire airplane.</td>
</tr>
<tr>
<td>§ 25.1419</td>
<td>For entire airplane.</td>
</tr>
<tr>
<td>(Additionally, ref. Reversion B-05.)</td>
<td></td>
</tr>
<tr>
<td>§ 25.1431</td>
<td>For winglet installation, powerplant improvements, and avionics systems</td>
</tr>
</tbody>
</table>
### CS 25 paragraphs

<table>
<thead>
<tr>
<th>CS 25 paragraphs</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>§ 25.1457(a)(6)</td>
<td>When an optional data link system is installed.</td>
</tr>
<tr>
<td>§ 25.1457(d)(5)</td>
<td>When the optional flight data recorder is also required.</td>
</tr>
<tr>
<td>§ 25.1459</td>
<td>For when the optional flight data recorder is installed.</td>
</tr>
<tr>
<td>CS 25 Subpart G</td>
<td>For entire airplane.</td>
</tr>
</tbody>
</table>

b) **CS 25 subpart B paragraphs amended by Reversion CRI B-05**

<table>
<thead>
<tr>
<th>CS 25 paragraphs</th>
<th>Applicability</th>
</tr>
</thead>
</table>

c) **CS 25 at amendment 4**

<table>
<thead>
<tr>
<th>CS 25 paragraphs</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>§ 25.1329</td>
<td>For autothrottle aspects only.</td>
</tr>
</tbody>
</table>

All Weather Operations: JAR AWO change 2

5. Special Conditions

5.1 Special Conditions for Citation Sovereign

- SC B-01 Human Factors
- SC B-04 Uncontrolled Thrust Increase
- SC C-01 Interaction of Systems & Structures
- SC C-09 Aeroelasticity / Flutter
- SC C-13 Ground Gust Effects
- SC C-16 Sustained Engine Imbalance
- SC D-06 Single Place Sidefacing Seat/Sidefacing Divans
- SC D-07 Interpretation of Halon Concentration Levels in Class C Compartments
- SC D-08 Improved Flammability Standards for Thermal Acoustic Insulation Materials
- SC D-10 System Operation to 51,000 ft
- SC E-02 Location of the Engine Fire Extinguishing System
- SC E-03 Fuel Tank Safety
- SC F-01 Protection from Effect of HIRF

5.2 Special Conditions for Citation Sovereign+

- SC B-01 Human Factors
6. Exemptions
Reserve

7. Deviations
Reversion B-05 Flight in Icing Conditions

8. Equivalent Safety Findings

8.1 Equivalent Safety Findings for Citation Sovereign
ESF C-12 Continuous Turbulence
ESF D-03 Ditching Emergency Exits for Passengers
ESF D-04 Door Between Passenger Compartments
ESF D-05 Width of Aisle
ESF D-09 Emergency Exit Locator Signs/Marking Signs
ESF F-04 Brakes and Braking Systems
ESF F-05 Equipment, Systems & Installation Requirements
ESF F-21 Draft Harmonized 25.1438 for the Pressurization and Pneumatic Systems
ESF F-22 Honeywell EPIC Integrated Modular Avionics System

8.2 Equivalent Safety Findings for Citation Sovereign+
ESF C-12 Continuous Turbulence
ESF D-03 Ditching Emergency Exits for Passengers
ESF D-04 Door Between Passenger Compartments
ESF D-05  Width of Aisle
ESF D-09  Emergency Exit Locator Signs/Marking Signs
ESF D-17  Use of Single Fire Suppression Bottle for Protection of APU and Baggage Compartment
ESF D-19  Flap Control Handle
ESF E-04  Thrust Reversers
ESF F-04  Brakes and Braking Systems
ESF F-05  Equipment, Systems & Installation Requirements
ESF F-21  Draft Harmonized 25.1438 for the Pressurization and Pneumantic Systems
ESF F-44  APU Instrumentation
ESF F-45  Digital Display of Engine Instruments

9. Environmental Protection
9.1 Environmental Protection Requirements for Citation Sovereign
   A-03  Noise requirements: ICAO Annex 16, Volume I, 3rd edition Amendment 6
         Refer to the EASA Noise Type Certificate Data Sheet, TCDSN IM.A.033
9.2 Environmental Protection Requirements for Citation Sovereign+
         Refer to the EASA Noise Type Certificate Data Sheet, TCDSN IM.A.033

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

   The Cessna Model 680 Variants Citation Sovereign and Citation Sovereign+ are defined by Cessna Airplane Assembly Drawing Number 6900000.
2. Description

The Cessna Model 680 Variants Citation Sovereign and Citation Sovereign+ are pressurized, low-wing monoplanes that are certified for up to fourteen 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 Sovereign

- Span: 19.24 m (63.13 ft)
- Length: 19.37 m (63.54 ft)
- Height: 6.17 m (20.25 ft)
- Wing Area: 47.93 m² (515.9 ft²)

4.2 Dimensions for Citation Sovereign+

- Span: 22.04 m (72.32 ft)
- Length: 19.37 m (63.54 ft)
- Height: 6.17 m (20.25 ft)
- Wing Area: 50.40 m² (542.52 ft²)

5. Engines

<table>
<thead>
<tr>
<th>Variant of Model 680</th>
<th>Sovereign</th>
<th>Sovereign+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engines</td>
<td>Two Pratt &amp; Whiney Canada Corp. Model PW306C Turbofan Engines refer to EASA Data Sheet IM.E.051</td>
<td>Two Pratt &amp; Whiney Canada Corp. Model PW306D Turbofan Engines refer to EASA Data Sheet IM.E.051</td>
</tr>
<tr>
<td>Engine Limits</td>
<td>Takeoff (5 min., Normal All Engines Operating)</td>
<td>25.66 kN (5770 lbs)</td>
</tr>
<tr>
<td></td>
<td>Maximum continuous</td>
<td>25.66 kN (5770 lbs)</td>
</tr>
<tr>
<td></td>
<td>N1 (Fan) steady state</td>
<td>105% r.p.m. (100% = 10,608 r.p.m)</td>
</tr>
</tbody>
</table>
### Variant of Model 680

<table>
<thead>
<tr>
<th></th>
<th>Sovereign</th>
<th>Sovereign+</th>
</tr>
</thead>
<tbody>
<tr>
<td>permissible engine rotor</td>
<td>105% r.p.m.</td>
<td>105% r.p.m.</td>
</tr>
<tr>
<td>operating speeds</td>
<td>(100% = 29,930 r.p.m)</td>
<td>(100% = 29,930 r.p.m)</td>
</tr>
<tr>
<td>Engine Limits</td>
<td>Takeoff</td>
<td>Takeoff</td>
</tr>
<tr>
<td>Maximum permissible</td>
<td>920°C (1688°F)</td>
<td>920°C (1688°F)</td>
</tr>
<tr>
<td>interturbine gas temperatures</td>
<td>Max.</td>
<td>Max.</td>
</tr>
<tr>
<td></td>
<td>continuous</td>
<td>continuous</td>
</tr>
<tr>
<td></td>
<td>920°C (1688°F)</td>
<td>920°C (1688°F)</td>
</tr>
<tr>
<td></td>
<td>Transient (20 sec.) and starting</td>
<td>950°C (1742°F)</td>
</tr>
<tr>
<td></td>
<td>950°C (1742°F)</td>
<td>950°C (1742°F)</td>
</tr>
</tbody>
</table>

6. Auxiliary Power Unit

APU model RE100(CS), 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: 9144 m (30,000 feet)
- Maximum Starting Altitude: 6096 m (20,000 feet)

7. Propellers

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 Fluid capacities for Citation Sovereign

9.1.1 Fuel Capacity [Density: 0.8 kg/dm³ (6.7 lbs/US gallon)]

<table>
<thead>
<tr>
<th>Volume [dm³ (gals (US))]</th>
<th>Mass [kg (lbs)]</th>
<th>Distances aft of datum [metres (inches)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Usable Fuel LH Wing Tank</td>
<td>3170.7 (837.6)</td>
<td>2,545.3 (5,611.5)</td>
</tr>
<tr>
<td>Usable Fuel RH Wing Tank</td>
<td>3170.7 (837.6)</td>
<td>2,545.3 (5,611.5)</td>
</tr>
</tbody>
</table>

Total Usable Fuel (all tanks): 5,090.6 kg (11,223 lbs)

See NOTE 1 for data on unusable fuel

9.1.2 Oil (Density: 0.95 kg/dm³ (7.94 lbs/gal) or (1.99 lbs/qt)

<table>
<thead>
<tr>
<th>Volume per engine [dm³ (qts (US))]</th>
<th>Mass [kg (lbs)]</th>
<th>Distances aft of datum [metres (inches)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Oil (Total)</td>
<td>8.00 (8.45)</td>
<td>7.60 (16.75)</td>
</tr>
<tr>
<td>Engine Usable Oil</td>
<td>5.00 (5.28)</td>
<td>4.75 (10.48)</td>
</tr>
</tbody>
</table>

See NOTE 1

9.1.3 Hydraulics [Density: 0.84 kg/dm³ (7.0 lbs/US gallon)]

<table>
<thead>
<tr>
<th>Volume [dm³ (gals (US))]</th>
<th>Mass [kg (lbs)]</th>
<th>Distances aft of datum [metres (inches)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hydraulic Fluid - System (Total)</td>
<td>25.32 (6.69)</td>
<td>21.24 (46.83)</td>
</tr>
</tbody>
</table>

See NOTE 1
9.2 Fluid capacities for Citation Sovereign+

9.2.1 Fuel Capacity [Density: 0.8 kg/dm³ (6.7 lbs/US gallon)]

<table>
<thead>
<tr>
<th></th>
<th>Volume [dm³ (gals (US))]</th>
<th>Mass [kg (lbs)]</th>
<th>Distances aft of datum [metres (inches)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Usable Fuel LH Wing Tank</td>
<td>3217.6 (850)</td>
<td>2,584.1 (5,697)</td>
<td>10.50 (+413.43)</td>
</tr>
<tr>
<td>Usable Fuel RH Wing Tank</td>
<td>3217.6 (850)</td>
<td>2,584.1 (5,697)</td>
<td>10.50 (+413.43)</td>
</tr>
</tbody>
</table>

Total Usable Fuel (all tanks): 5,168.2 kg (11,394 lbs)

See NOTE 1 for data on unusable fuel

9.2.2 Oil [Density: 0.95 kg/dm³ (7.94 lbs/gal) or (1.99 lbs/qt)] (same as Citation Sovereign)

<table>
<thead>
<tr>
<th></th>
<th>Volume per engine [dm³ (qts (US))]</th>
<th>Mass [kg (lbs)]</th>
<th>Distances aft of datum [metres (inches)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Oil (Total)</td>
<td>8.00 (8.45)</td>
<td>7.60 (16.75)</td>
<td>13.57 (+534.17)</td>
</tr>
<tr>
<td>Engine Usable Oil</td>
<td>5.00 (5.28)</td>
<td>4.75 (10.48)</td>
<td>13.57 (+534.17) (full)</td>
</tr>
</tbody>
</table>

See NOTE 1

9.2.3 Hydraulics [Density: 0.84 kg/dm³ (7.0 lbs/US gallon)] (same as Citation Sovereign)

<table>
<thead>
<tr>
<th></th>
<th>Volume [dm³ (gals (US))]</th>
<th>Mass [kg (lbs)]</th>
<th>Distances aft of datum [metres (inches)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hydraulic Fluid - System (Total)</td>
<td>25.32 (6.69)</td>
<td>21.24 (46.83)</td>
<td>+12.84 (+505.53)</td>
</tr>
</tbody>
</table>

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 14,325 m (47,000 ft.)

12. Operating Limitations

12.1 Approved Operations

12.1.1 Approved Operations for Citation Sovereign

The Citation Sovereign 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
- VFR (Visual)
- IFR (Instrument)
- Day
- Night
- Icing
- Enhanced Surveillance
- RVSM

12.1.2 Approved Operations for Citation Sovereign+

The Citation Sovereign+ 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
- VFR (Visual)
- IFR (Instrument)
- Day
- Night
- Icing
- Enhanced Surveillance
- RVSM
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

<table>
<thead>
<tr>
<th></th>
<th>Sovereign</th>
<th>Sovereign+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramp</td>
<td>13,857 kg (30,550 lbs)</td>
<td>14,072 kg (31,025 lbs)</td>
</tr>
<tr>
<td>Takeoff</td>
<td>13,743 kg (30,300 lbs)</td>
<td>13,959 kg (30,775 lbs)</td>
</tr>
<tr>
<td>Landing</td>
<td>12,292 kg (27,100 lbs)</td>
<td>12,508 kg (27,575 lbs)</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>9,434 kg (20,800 lbs)</td>
<td>9,525 kg (21,000 lbs)</td>
</tr>
</tbody>
</table>

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

3.57 m (140.40 in.) forward of the nose jack point.

16. Mean Aerodynamic Chord (MAC)

2.72 m (107.06 in.) [Leading Edge of MAC at 9.72 m (382.68 in.) aft of datum]

17. Levelling Means

Longitudinal – Place level on the outboard floor panel at B.L. 0.33 m (13.00 in.), inside of the cabin door.

Lateral – Place level across inboard seat tracks behind crew seats at most aft position.

18. Minimum Flight Crew

For all flights: 2 (pilot and co-pilot)
19. Minimum Cabin Crew

None

20. Maximum Seating Capacity

Up to 14 (2 pilots and up to 12 passengers)

21. Baggage/ Cargo Compartment

21.1 Baggage / Cargo Compartment for Citation Sovereign

<table>
<thead>
<tr>
<th>Location</th>
<th>Capacity</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aft Cabin</td>
<td>133.8 kg (295 lbs)</td>
<td>11.20 m (440.82 in.)</td>
</tr>
<tr>
<td>Tail Compartment</td>
<td>453.5 kg (1000 lbs)</td>
<td>14.02 m (552.07 in.)</td>
</tr>
</tbody>
</table>

21.2 Baggage / Cargo Compartment for Citation Sovereign+

<table>
<thead>
<tr>
<th>Location</th>
<th>Capacity</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aft Cabin</td>
<td>141.5 kg (312 lbs)</td>
<td>11.22 m (441.63 in.)</td>
</tr>
<tr>
<td>Tail Compartment</td>
<td>453.5 kg (1000 lbs)</td>
<td>14.02 m (552.09 in.)</td>
</tr>
</tbody>
</table>

22. Wheels and Tyres

Tire limit-maximum ground speed: 182 Knots

23. ETOPS

Reserved

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)

1.1 AFM for Citation Sovereign

68FM-03, Airplane Flight Manual Model 680 Citation Sovereign (or later revision)
1.2 AFM for Citation Sovereign+

68FMA-01, Airplane Flight Manual Model 680 Citation Sovereign+ (or later revision)

2. Instructions for Continued Airworthiness and Airworthiness Limitations

2.1 Instructions for Continued Airworthiness and Airworthiness Limitations for Citation Sovereign

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 68MM02 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 68MM02, Model 680 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).

2.2 Instructions for Continued Airworthiness and Airworthiness Limitations for Citation Sovereign+

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 68MM20 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 68MM20, Model 680 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)

3.1 WBM for Citation Sovereign

68WB-00, Citation 680 Sovereign Weight & Balance Manual (or later revision)
3.2 WBM for Citation Sovereign+

68FMA-01, Section VI – Weight and Balance Data and Equipment List (or later revision)

**V. Operational Suitability Data (OSD)**

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

   Master Minimum Equipment List (MMEL reference CE-680) approved at Revision 1 or later approved revisions.

2. Flight Crew Data

   The Operational Evaluation Board processes conducted, in line with the Common Procedures Document for Operational Evaluation Boards, dated 10 June 2004, for the Model 680 and 680+ are applicable for the Flight Crew Data (FCD) determination.

   Pilot Type Rating: ‘Model 680’.

3. Cabin Crew Data

   Not required for aircraft already registered in the European Union (EU).

**VI. 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 centre of gravity location must include

<table>
<thead>
<tr>
<th>Citation Sovereign</th>
<th>Mass [kg (lbs)]</th>
<th>Distances aft of datum [metres (inches)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable Fuel</td>
<td>37.60 (82.9)</td>
<td>+10.308 (+405.86)</td>
</tr>
<tr>
<td>Full Oil</td>
<td>15.20 (33.50)</td>
<td>+13.567 (+534.17)</td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td>21.24 (46.83)</td>
<td>+12.840 (+505.53)</td>
</tr>
</tbody>
</table>
### Citation Sovereign+

<table>
<thead>
<tr>
<th></th>
<th>Mass [kg (lbs)]</th>
<th>Distances aft of datum [metres (inches)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable Fuel</td>
<td>39.39 (86.85)</td>
<td>+10.430 (+410.66)</td>
</tr>
<tr>
<td>Full Oil</td>
<td>15.20 (33.50)</td>
<td>+13.567 (+534.17)</td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td>21.24 (46.83)</td>
<td>+12.840 (+505.53)</td>
</tr>
</tbody>
</table>

**NOTE 2:** Model 680, S/N 680-0501 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 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.

**NOTE 3:** All placards required by either the EASA approved AFM, the applicable operating rules, or the certification basis, must be installed as specified for this type certificate via Parts List 690000, 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 680A

1. General

1. Type/Model/Variant
1.3 Type: Cessna
1.4 Model: 680A
1.4.1 Variants: Latitude (S/N 680A-0001 and on)

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
P.O. Box 7704
Wichita, Kansas 67277
USA

5. FAA Certification Application Date
25 January 2012

6. EASA Validation Application Date
03 December 2014

7. FAA Type Certificate Date
05 June 2015

8. EASA Type Certification Date
10 February 2016
II. Certification Basis

1. Reference Date for determining the applicable requirements

Same as FAA certification application date

2. FAA Type Certification Data Sheet No.

T00012WI

3. State of Design Airworthiness Authority Certification Basis

See FAA Type Certificate Data Sheet No. T00012WI

4. EASA Airworthiness Requirements

JAR 25, Change 15, effective 01 August 2000, with additions specified in the tables below:
CS-ACNS, Initial Issue, dated 17th December 2013

a) CS-25 Amendment 2, dated 2 October 2006

<table>
<thead>
<tr>
<th>CS 25 paragraphs</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS-25 Appendix C</td>
<td>For entire airplane.</td>
</tr>
</tbody>
</table>

b) CS-25 Amendment 4, dated 27 December 2007

<table>
<thead>
<tr>
<th>CS 25 paragraphs</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>§ 25.1329</td>
<td>For auto-throttle aspects only.</td>
</tr>
</tbody>
</table>

c) CS-25 Amendment 9, dated 5 August 2010

<table>
<thead>
<tr>
<th>CS 25 paragraphs</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>§ 25.343</td>
<td>For entire airplane.</td>
</tr>
<tr>
<td>§ 25.981</td>
<td>For winglet installation.</td>
</tr>
</tbody>
</table>
### d) CS-25, Amendment 11, dated 4 July 2011

<table>
<thead>
<tr>
<th>CS 25 paragraphs</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>§ 25.571, 25.631</td>
<td>For the fuselage and engine supports only.</td>
</tr>
<tr>
<td>§ 25.809, 25.981(a)(d)</td>
<td>For the fuselage only.</td>
</tr>
<tr>
<td>§ 25.1457(a)(6)</td>
<td>When an optional data link system is installed.</td>
</tr>
<tr>
<td>§ 25.1459</td>
<td>When an optional flight data recorder is installed.</td>
</tr>
</tbody>
</table>

### e) CS-25, Amendment 17, dated 15 July 2015.

<table>
<thead>
<tr>
<th>CS 25 paragraphs</th>
<th>Applicability</th>
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<tbody>
<tr>
<td>§ 25.1316, 25.1317</td>
<td>For entire airplane.</td>
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</table>

### f) CS-25 amended by Reversion CRI C-01.

<table>
<thead>
<tr>
<th>CS 25 paragraphs</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>§ 25.302, 25.305(f)</td>
<td>For entire airplane.</td>
</tr>
</tbody>
</table>
5. Special Conditions

SC B-01 Human Factors
SC B-04 Uncontrolled Thrust Increase
SC C-01 Interaction of Systems & Structures
SC C-13 Ground Gust Effects
SC C-16 Sustained Engine Imbalance
SC D-06 Single Place Sidefacing Seat/Sidefacing Divans
SC D-07 Interpretation of Halon Concentration Levels in Class C Compartments
SC D-08 Improved Flammability Standards for Thermal Acoustic Insulation Materials
SC D-10 System Operation to 51,000 ft
SC D-16 Towbarless Towing
SC D-21 Pilot Compartment View – Hydrophobic Coatings in Lieu of Windshield Wipers
SC E-02 Location of the Engine Fire Extinguishing System
SC E-03 Fuel Tank Safety
SC F-01 Protection from Effect of HIRF
SC F-34 Data Link Recording
SC F-43 Compliance to Single European Sky mandate for Mode S & ADS-B Out
SC F-48 Security Protection of Aircraft Systems and Networks
SC F-50 Flight Guidance Systems

6. Exemptions

Reserved

7. Deviations

Reserved

8. Equivalent Safety Findings

ESF D-04 Door Between Passenger Compartments
ESF D-09 Emergency Exit Locator Signs/Marking Signs
ESF D-17 Use of Single Fire Suppression Bottle for Protection of APU and Baggage Compartment
ESF D-19 Flap Control Handle
ESF D-22 Use of Water Barrier
ESF D-24 Acceptable High Temperature Physiological Environment During Failure Conditions
ESF D-25 Cabin Entry Door – Independence of Latch Security Mean and Locking System
ESF D-26 Unpressurized Doors – Independence of Latch Securing Means and Locking System
9. Environmental Protection

9.1 Noise requirements:

Volume I, Sixth Edition (Amendment 10), of Annex 16 to the Chicago Convention, and as implemented in Decision No. 2003/4/RM amended by Decision No. 2013/003/R of the Executive Director of the Agency, on certification specifications providing for acceptable means of compliance for aircraft noise (CS-36, Amendment 3)

Refer to the EASA Noise Type Certificate Data Sheet, TCDSN IM.A.033

9.2 Emission requirements:

Chapter 2 of Part II of Volume II, Third Edition (Amendment 7), of Annex 16 to the Chicago Convention, and as implemented in Decision No. 2003/3/RM amended by Decision 2013/002/R of The Executive Director of the Agency, on certification specifications providing for acceptable means of compliance for aircraft engine emissions and fuel venting (CS-34, Amendment 1)

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

The Cessna Model 680A is defined by Parts List number 7400000, Airplane Assembly.

2. Description

The Model 680A is a pressurized, high-performance, low-wing, turbofan-powered aircraft derived from the Model 680 that is certified for up to eleven 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

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Span</td>
<td>22.04 m (72.320 ft)</td>
</tr>
<tr>
<td>Length</td>
<td>18.98 m (62.256 ft)</td>
</tr>
<tr>
<td>Height</td>
<td>6.34 m (20.798 ft)</td>
</tr>
<tr>
<td>Wing Area</td>
<td>50.40 m² (542.51 ft²)</td>
</tr>
</tbody>
</table>

5. Engines

Two Pratt & Whiney Canada Corp. Model PW306D1 Turbofan Engines (refer to EASA Data Sheet IM.E.051).

Engine Limits Static thrust, standard day, sea level:
- Takeoff: 26.27 kN (5907 lbs)
- Maximum continuous: 26.27 kN (5907 lbs)

Engine Limits Maximum permissible engine rotor operating speeds
- N1 (Fan) steady state: 105% r.p.m. (100% = 10,608 r.p.m)
- N2 (Gas Gen.) steady state: 105% r.p.m. (100% = 29,930 r.p.m)

Engine Limits Maximum permissible interturbine gas temperatures
- Takeoff: 920°C (1688°F)
- Max. continuous: 920°C (1688°F)
- Transient (20 sec.) and starting: 950°C (1742°F)

6. Auxiliary Power Unit

APU model RE100, 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: 9144 m (30,000 feet)
- Maximum starting altitude: 6096 m (20,000 feet)

7. Propellers

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/dm³ (6.7 lbs/US gallon)]

<table>
<thead>
<tr>
<th></th>
<th>Volume [dm³ (gals (US))]</th>
<th>Mass [kg (lbs)]</th>
<th>Distances aft of datum [metres (inches)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Usable Fuel LH Wing Tank</td>
<td>3217.6 (850)</td>
<td>2,584.1 (5,697)</td>
<td>10.13 (+399.03)</td>
</tr>
<tr>
<td>Usable Fuel RH Wing Tank</td>
<td>3217.6 (850)</td>
<td>2,584.1 (5,697)</td>
<td>10.13 (+399.03)</td>
</tr>
</tbody>
</table>

Total Usable Fuel (all tanks): 5,168.2 kg (11,394 lbs)

See NOTE 1 for data on unusable fuel

9.2 Oil [Density: 0.95 kg/dm³ (7.94 lbs/gal) or (1.99 lbs/qt)] (same as Citation Sovereign)

<table>
<thead>
<tr>
<th></th>
<th>Volume per engine [dm³ (qts (US))]</th>
<th>Mass [kg (lbs)]</th>
<th>Distances aft of datum [metres (inches)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Oil (Total)</td>
<td>8.00 (8.45)</td>
<td>7.60 (16.75)</td>
<td>13.20 (+519.73)</td>
</tr>
<tr>
<td>Engine Usable Oil</td>
<td>5.00 (5.28)</td>
<td>4.75 (10.48)</td>
<td>13.20 (+519.73) [full]</td>
</tr>
</tbody>
</table>

See NOTE 1
9.2 Hydraulics [Density: 0.84 kg/dm³ (7.0 lbs/US gallon)]

<table>
<thead>
<tr>
<th></th>
<th>Volume [dm³ (gals (US))]</th>
<th>Mass [kg (lbs)]</th>
<th>Distances aft of datum [metres (inches)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hydraulic Fluid - System (Total)</td>
<td>30.81 (8.14)</td>
<td>25.84 (56.97)</td>
<td>+10.55 (+415.52)</td>
</tr>
</tbody>
</table>

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 13,716 m (45,000 ft.)

12. Operating Limitations

12.1 Approved Operations

The Model 680A 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
- VFR (Visual)
- IFR (Instrument)
- Day
- Night
- Icing
- Enhanced Surveillance

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
Ramp                          14,084 kg (31,050 lbs)  
Takeoff                       13,970 kg (30,800 lbs)  
Landing                       12,507 kg (27,575 lbs)  
Zero fuel                     9,720 kg (21,430 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

3.442 m (135.52 in.) forward of the nose jack point.

16. Mean Aerodynamic Chord (MAC)

2.719 m (107.06 in.) [Leading Edge of MAC at 9.353 m (+368.24 in.) aft of datum]

17. Levelling Means

Longitudinal – Put the levelling bar on the centre of the floorboard panel at approximately B.L. 0 m (0.00 in), directly in front of the cabin entry door.

Lateral – Put the levelling bar behind the inboard crew seat rails and flush against the rear of the seat rails.

18. Minimum Flight Crew

For all flights: 2 (pilot and co-pilot)

19. Minimum Cabin Crew

None

20. Maximum Seating Capacity

Up to 11 (2 pilots and up to 9 passengers)

21. Baggage/ Cargo Compartment

Tail Compartment 453.5 kg (1,000 lbs) [12.702 m (500.09 in.) aft of datum]
22. Wheels and Tyres

Tire limit-maximum ground speed: 182 Knots

23. ETOPS

Reserved

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)

Model 680A Airplane Flight Manual, document number 68AFM-00 (or later revision)

2. Instructions for Continued Airworthiness and Airworthiness Limitations

Information essential to the proper servicing and maintenance of the aircraft is contained in the Maintenance Manufacturer’s Manual section of the Instructions for Continued Airworthiness, Maintenance Manual marked 68AMM-00 or later revision.

Mandatory component replacement times, structural inspection intervals and related structural inspection procedures and Certification Maintenance Requirements (CRM) are presented in the approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness, Cessna document 68AMM-00, Model 680A 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)

68AFM-00, Section VI – Weight and Balance Data and Equipment List (or later revision)
V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

Master Minimum Equipment List (MMEL reference 680AMMELEU-00) approved at Revision 0 dated 10 February 2016 as per the defined Operational Suitability Data Certification Basis recorded in CRI A-MMEL for Model 680A, or later approved revisions.

2. Flight Crew Data

The Operational Evaluation Board processes conducted, in line with the Common Procedures Document for Operational Evaluation Boards, dated 10 June 2004, for the Model 680 and 680+ remain applicable for the Model 680A for the Flight Crew Data (FCD) determination.

Pilot Type Rating: ‘Model 680A’.

3. Cabin Crew Data

Not required for aircraft already registered in the European Union (EU).

VI. 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 centre of gravity location must include:

<table>
<thead>
<tr>
<th>Citation Latitude</th>
<th>Mass [kg (lbs)]</th>
<th>Distances aft of datum [metres (inches)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable Fuel</td>
<td>39.39 (86.85)</td>
<td>+10.038 (+395.22)</td>
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<tr>
<td>Full Oil</td>
<td>15.20 (33.50)</td>
<td>+13.201 (+519.73)</td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td>25.84 (56.97)</td>
<td>+10.554 (+415.52)</td>
</tr>
</tbody>
</table>

NOTE 2: Model 680A, S/N 680A0001 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.

NOTE 3: All placards required by either the EASA approved AFM, the applicable operating rules, or the certification basis, must be installed as specified for this type certificate via Parts List 740000, 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

I. 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 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
OSD: Operational Suitability Data
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

II. Type Certificate Holder Record

<table>
<thead>
<tr>
<th>Holder's name</th>
<th>Holder's address</th>
<th>TC held from</th>
<th>TC held to</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cessna Aircraft Company</td>
<td>P.O. Box 7704, Wichita, Kansas 67277, USA</td>
<td>2 June 2004</td>
<td>10 February 2016</td>
<td>Certificate holder’s name change (ref.# Textron Aviation Inc. letter L381-15-1989)</td>
</tr>
<tr>
<td>Textron Aviation Inc.</td>
<td>One Cessna Boulevard P.O. Box 7704 Wichita, Kansas 67277, USA</td>
<td>10 February 2016</td>
<td>---</td>
<td>---</td>
</tr>
</tbody>
</table>
III. Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue 01</td>
<td>31 March 2005</td>
<td>Initial Issue</td>
</tr>
<tr>
<td>Issue 02</td>
<td>19 December 2006</td>
<td>Editorial revision to reflect latest EASA TCDS format</td>
</tr>
<tr>
<td>Issue 03</td>
<td>10 June 2014</td>
<td>Incorporated data for Model 680 variant Sovereign+. Editorial revision to reflect latest EASA TCDS format</td>
</tr>
<tr>
<td>Issue 04</td>
<td>10 February 2016</td>
<td>Incorporated data for Model 680A (Section 2) as well as Chapter V (OSD) for Model 680 (Section 1) Certificate holder’s name change and editorial revision to reflect latest EASA TCDS format.</td>
</tr>
<tr>
<td>Issue 05</td>
<td>04 June 2018</td>
<td>Model 680A MZFW increased to 9,720 kg (21,430 lb)</td>
</tr>
<tr>
<td>Issue 06</td>
<td>21 June 2018</td>
<td>Alignment of Type Name</td>
</tr>
</tbody>
</table>
| Issue 07 | 17 February 2021 | Added note 2 to section 1 VI regarding non-halon hand-held fire extinguishers  
Added note 2 to section 2 VI regarding non-halon hand-held fire extinguishers. |
| Issue 08 | 11 October 2021 | Added note 3 to section 1 VI regarding placards.  
Added note 3 to section 2 VI regarding placards. |

-END-