

CESSNA CITATION JET Model Guide

CESSNA CITATION JET is listed as a jet-category Cessna Citation, but the library has no production years, seat count, specs or registry figures for it. The supplied documents that cover it are a service bulletin for Model 500/501 airplanes and an airworthiness directive for the Cessna 500 (Citation) series. Confirm performance and equipment with the seller and the flight manual.

KEY TAKEAWAYS

- No range, speed, seat or year data for this model in the inputs. Get these from the Airplane Flight Manual and the seller.
- SB34-15 is an optional modification allowing a 9500 pound zero fuel weight on Model 500/501. Check whether it was done.
- Models 500 and 501 with pneumatic deicing boots carry an icing-flight AD. Confirm the flight manual was revised.
- Listings and manuals for other Citation models were not used, because they describe different airplanes.

SERVICE BULLETIN SB34-15

Applies to Model 500/501, units -0001 thru -0349 not incorporating SB57-12, and -0350 thru -0689. It replaces the Mach/airspeed indicator and switch with items showing a new maximum operating limit speed. Model 500 airplanes also get a new placard. Compliance is optional at the operator's request. Revision 5 is dated Jul 12/89.

ICING DIRECTIVE (CASA AD/CESSNA 500/27)

Applies to Models 500 and 501 with pneumatic deicing boots. It requires an AFM Limitations revision warning that freezing rain, freezing drizzle or mixed icing can exceed the ice protection system. The autopilot is prohibited when severe-icing cues exist. All wing icing inspection lights must work before night flight into known or forecast icing.

WEIGHT & BALANCE

Zero Fuel Weight With Sb Lbs	9500
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SAFETY NOTES

- Severe icing can form at temperatures as cold as -18 degrees Celsius. Take extra care near freezing when visible moisture is present.
- If severe icing cues appear, request priority handling from ATC for a route or altitude change. Do not engage the autopilot.
- Do not extend flaps when holding in icing. If flaps are already extended, do not retract them until the airframe is clear of ice.