CESSNA 501 Citation 1SP G600 Model Guide

CESSNA 501 Citation 1SP G600 is a Cessna jet from the 501 family, which the registry lists as turbofan-powered. Registry data for the whole 501 family shows up to 8 passengers, up to 1320 nm range, up to 41000 ft service ceiling and up to 6000 kg MTOW. These are family maxima, not confirmed figures for this variant. The G600 is a Garmin display system fitted under an STC.

KEY TAKEAWAYS

- 501 family data: up to 8 passengers, up to 1320 nm, up to 41000 ft, up to 6000 kg MTOW. These are not variant-specific figures.
- The NZ CAA 501 schedule lists spar cap, brake stator disk and fire extinguisher wiring directives. Check each one in the records.
- The G600 is a Garmin GDU 620 based system installed under an STC. Ask for the installation and calibration records.
- SACAA's 2025 type rating list has a C501/551 entry marked SP HPA. Check what rating your pilots need.

AIRWORTHINESS DIRECTIVES TO VERIFY

Spar caps (S/N 0350 through 0520, unless modified): inspect for cracks at wing station 37.0, with repeat intervals of 600 hours. Brakes (S/N 0001 through 0689 with BFGoodrich P/N 2-1528-6 or 2-1530-4): stator disks should be stamped CHG AI or CHG B or higher. Fire extinguisher wiring: Cessna SB500-26-02 identification sleeves.

G600 AVIONICS

The G600 AML STC Installation Manual (Garmin, Rev. B, November 2008) covers the GDU 620 display and its GRS 77, GMU 44, GDC 74A and GTP 59 units. It requires a GPS navigator and standby instruments. A magnetic interference survey is needed after the GMU 44 is mounted. Stormscope and external TAWS functions are noted as not currently supported.

RECORDS AND REGULATORY CONTEXT

The NZ CAA schedule applies to Cessna model 501 aircraft built under FAA Type Certificate A27CE. It was issued 24 September 2015 and is not maintained, because no NZ-registered aircraft exist. Applicable ADs are those published by the FAA. The schedule also lists FAA ADs on fuel tank vapour, severe icing, thrust reverser and dual flight director, plus an air conditioning motor inspection.

SAFETY NOTES

- A spar cap crack of .3 inches or longer requires repair or modification of the wing before further flight.
- Cracked or broken brake stator disks require brake assembly replacement before further flight, to avoid loss of directional control or braking.
- Incorrect fire extinguisher wiring could leave an engine or APU fire unextinguished. Confirm SB500-26-02 compliance.

AI-aggregated guide for the CESSNA 501 Citation 1SP G600 · sources: Airworthiness Directive Schedule Aeroplanes Cessna 501 Series (#4702) · G600 AML STC Installation Manual (#26165) · SACAA Type Rating List 2025 (#21382) · generated 2026-10-19 · Reference only, not for flight. Check the original documents before relying on this guide.