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# **Type Acceptance Report**

**TAR 10/21B/12 – Revision 1**

**CESSNA 500-550-560 Series**



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## Executive Summary

New Zealand Type Acceptance has been granted to the Cessna Model 550 Citation II and Model 560 Citation V/Ultra Series based on validation of FAA Type Certificate number A22CE. There are no special requirements for import.

Applicability is currently limited to the Models and/or serial numbers detailed in Appendix 1, which are now eligible for the issue of an Airworthiness Certificate in the Standard Category in accordance with NZCAR §21.191, subject to any outstanding New Zealand operational requirements being met. (See Section 5 of this report for a review of compliance of the basic type design with the operating Rules.) Additional variants or serial numbers approved under the foreign type certificate can become type accepted after supply of the applicable documentation, in accordance with the provisions of NZCAR §21.43(c).

NOTE: The information in this report was correct as at the date of issue. The report is only updated when an application is received to revise the Type Acceptance Certificate. For details on the current type certificate holder and any specific technical data, refer to the latest State-of-Design Type Certificate Data Sheet.

## 1. Introduction

This report details the basis on which Type Acceptance Certificate No.10/21B/12 was granted in the Standard Category in accordance with NZCAR Part 21 Subpart B.

Specifically the report aims to:

- (a) Specify the foreign type certificate and associated airworthiness design standard used for type acceptance of the model(s) in New Zealand; and
- (b) Identify any special conditions for import applicable to any model(s) covered by the Type Acceptance Certificate; and
- (c) Identify any additional requirements which must be complied with prior to the issue of a NZ Airworthiness Certificate or for any subsequent operations.

## 2. State-of-Design Type Certificate Details

Manufacturer: Cessna Aircraft Company  
Type Certificate: A22CE  
Issued by: Federal Aviation Administration

**Model:** 550 Citation II

**MCTOW** 14,100 lb. [6395 kg.] (s/n 550-0627 through 550-0800)  
13,300 lb. [6033 kg.] (s/n 550-0001 through 550-0626)

**Max. No. of Seats:** 13 (2 pilots and up to 11 passengers)

**Noise Standard:** FAR Part 36 (Stage 3)

**Engine:** Pratt & Whitney Canada JT15D-4  
Type Certificate: E-11  
Issued by: Transport Canada

**Model:** 560, Citation V and Citation Ultra

**MCTOW** 16,300 lb. [7394 kg.] (s/n 560-0260 thru 560-0538)  
15,900 lb. [7212 kg.] (s/n 560-0001 thru 560-0259)

**Max. No. of Seats:** 13 (2 pilots and up to 11 passengers)

**Noise Standard:** FAR Part 36 (Stage 3)

**Engine:** Pratt & Whitney Canada JT15D-5A (Citation V)  
Pratt & Whitney Canada JT15D-5D (Citation Ultra)  
Type Certificate: E-25  
Issued by: Transport Canada

### 3. Type Acceptance Details

The application for New Zealand type acceptance of the Model 560 was from the importer, Airwork Flight Operations Limited, dated 14 October 2009. The first-of-type example was serial number 560-0396, registered ZK-AWK. The Model 500 Citation is a 6-8 seat light pressurised business jet fitted with turbofan engines and a straight wing. The subsequent 550/560 Citation II and V Series have all been developments of the original Model 500.

Type Acceptance Certificate Number 10/21B/12 was granted on 22 February 2010 to the Cessna Model 560 Citation Ultra based on validation of FAA Type Certificate A22CE, and includes the Pratt & Whitney Canada JT15D-5D engine based on Transport Canada Type Certificate E-25. Specific applicability is limited to the coverage provided by the operating documentation supplied. There are no special requirements for import into New Zealand.

This report was raised to Revision 2 to add the Model 550. The application was from Air Rarotonga Ltd and the first-of-type example was serial number 550-0057, to be registered in the Cook Islands as E5-TCM. Type acceptance was granted on 3 October 2016.

The Model 500 Citation (originally called the Fanjet-500) was the first light jet twin produced by Cessna, and introduced a new market segment of affordable business aircraft. There has been an example of the Cessna 500 on the NZ Register, ZK-LJL which was a Sierra Eagle upgraded version and pre-dated Part 21 type acceptance. (The single-pilot FAR 23 Model 501 is covered by Type Acceptance Certificate number 10/21B/23.)

The Citation II was developed as a stretch of the original Citation, by extending the fuselage 1.14m (3ft 9in) to increase maximum seating capacity to 10. Takeoff weight was increased with larger wings, along with more powerful JT15D4 engines with increased fuel capacity. The aircraft was superseded in production in 1984 by the improved Model S550 Citation S/II, but was subsequently brought back into production in 1987 from serial number 0550. Another production break point occurred with serial number 0627, when the maximum takeoff weight was increased.

The Model 560 Citation V was derived from the 550 Citation II with a 20-inch fuselage stretch, different engine variant (-5A), larger horizontal tail size, and increased operating weights, speeds and maximum altitude. A Block Point Change was introduced from serial number 560-0260 on, which introduced five percent more powerful -5D engines and the Honeywell Primus 1000 EFIS. The new version was re-named the Citation Ultra. Further changes included adhesive-bonded rather than riveted cabin side stringers and other structural, thermal and acoustic improvements, with a further increase in maximum weight.

#### 4. NZCAR §21.43 Data Requirements

The type data requirements of NZCAR Part 21B Para §21.43 have been satisfied by supply of the following documents, or were already held by the CAA:

(1) State-of-Design Type certificate:

FAA Type Certificate Number A22CE

FAA Type Certificate Data Sheet no. A22CE at Revision 67 dated July 29, 2015

– Model 550 approved March 24, 1978

– Model 560 approved December 9, 1988

Transport Canada Type Approval Certificate Number E-11

TC Type Approval Data Sheet no. E-11 at Issue 23 dated August 4, 2006

– Model JT15D-4 approved 27 September, 1973

– Model JT15D-5A approved 14 November 1988

Transport Canada Type Approval Certificate Number E-25

TC Type Approval Data Sheet no. E-25 at Issue 1 dated December 10, 1993

– Model JT15D-5D approved December 10, 1993

(2) Airworthiness design requirements:

(i) *Airworthiness Design Standards:*

The certification basis of the Cessna 500 Citation is FAR Part 25, effective February 1, 1965, including Amendments 25-1 through 25-17, plus some individual paragraphs at a later amendment status as noted on the TCDS. There was one Special Condition applied, and seven equivalent level of safety (ELOS) findings. These have all been reviewed and accepted by the CAA. One exemption was originally granted, but was later deleted by the addition of an alternative Part 25 paragraph at a later Amendment date.

Essentially the same certification basis was used for the Model 550/560 variant derivatives, except further individual FAR 25 paragraphs were updated to later Amendment dates, especially when EFIS was installed. Some additional ELOS were made, and a Special Condition applied for high altitude operations.

This is an acceptable certification basis in accordance with NZCAR Part 21B paragraph §21.41 and Advisory Circular 21-1, as FAR 25 is the basic standard for Transport Category Airplanes called up under Part 21 Appendix C. There are no non-compliances and no additional special conditions have been prescribed by the Director under §21.23.

The certification basis of the PWC JT15D Series (except the JT15D-5D) is FAR Part 33, at the Amendment level specified in the TCDS depending on the engine variant, plus for some variants the requirements in D.O.T. letters dated November 10, 1970, and December 9, 1970, and some exceptions.

The certification basis of the PWC JT15D-5D is Canadian Airworthiness Manual, Chapter 533 change 3, which is equivalent to FAR Part 33 at Amendment 33-14. FAR33 is the basic standard for aircraft engines called up by Part 21 Appendix C.

(ii) *Special Conditions:*

*Models 500/550/560:*

25-25-CE-4 – The FAA imposed additional requirements on the Model 500 because as a small jet airplane with MCTOW of 10,350 lb. it had characteristics which were novel or unusual for the Transport Category. It included certification standards for operation without normal electrical power; increased limit load factor; turbulence criteria; vibration and buffeting; and propulsion aspects (including installation fault analysis and precautions against rotor failure or engine case burn through).

*Model 560:*

25-ANM-21 – This Special Condition on the Model 560 was applied because the certificated altitude of 45,000 feet exceeded the capability of the passenger oxygen system. It includes provisions for pressure vessel integrity (using damage tolerance methods); ventilation; air conditioning; pressurisation; and pressure-demand oxygen masks for the flightcrew. (The requirements were intended to ensure that cabin altitude after failure would not exceed specified cabin altitude/time curve limits.)

*Model 560 Citation Ultra:*

25-ANM-79 – This Special Condition required new technology electronic systems be designed and installed to preclude component damage and interruption of function due to the direct and indirect effects of lightning and HIRF.

(iii) *Equivalent Level of Safety Findings:*

*Models 500/550/560:*

FAR §25.773(b)(2) Use of Clear Vision Area of Windscreen – For the Citation family Cessna has demonstrated alternate compliance in lieu of an openable window (the Citation has a small openable cockpit window but it is not properly located for forward vision) considering rain, ice, hydraulic fluid, hail and bird impingement, through natural clearing resulting from the shape of the windscreen and the plexiglass surface and a bleed air rain removal system.

FAR §25.807(d) Emergency Exits Ditching – An ELOS was granted for the use of a Type III exit in lieu of an overhead hatch, after analysis showed it would be above the water line in all loading situations and provided easier and quicker access to both sides of the aircraft.

FAR §25.815 Passenger Cabin Aisle Width – A cabin aisle width less than required (12” below and 15” above 25” from the floor) has been accepted for the Cessna Models 500/550/560 family on the grounds that evacuation tests have shown negligible differences in egress time. It was found that the critical factor is egress through the escape hatch and not any aisle restriction.

FAR §25.1199(b) and (c) Fire Bottle Pressure Relief Valve – In lieu of relief lines which discharge outside the aircraft and have visual discharge indicators, the FAA accepted compensating factors that the extinguishing agent is non-corrosive; the valve is located so equipment or structure will not be damaged by impingement; the aft fuselage discharge area is completely separated from the pressurised cabin and sized and ventilated such that over-pressurisation cannot occur; and there is easy access to the container pressure gauges to check the valve charge status.

FAR §25.1305(r) Use of  $N_1$  for Power Presentation – Extension of an ELOS for previous Citations was granted to allow use of Fan RPM as a measure of thrust on the basis it is a more positive and reliable indication of power output for high-bypass engines; it provides more accuracy than EPR systems; it is responsive to deterioration; and it reacts to any power loss due to FOD.

*Models 500/550:*

FAR § 25.1439(b)(2)(ii), Protective Eye Equipment – Tests conducted in accordance with paragraph 4.1.9. “FAA Demonstration Fire Test Specification” FT500-2 determined that the air conditioning and pressurisation system removed the air from the baggage compartment of the Model 500 such that there was no need for protective breathing equipment to protect the crew while on flight deck duty or while combatting fires in the cargo compartment.

FAR § 25.1331(a)(1), Location of pressure gage to indicate adequate power to bank and pitch indicator – Although not integral or adjacent to the instrument the location of the power adequacy indication (vacuum gauge) for the copilots vertical gyro was evaluated during the Type Inspection Report and found to be acceptable.

*Models 550/560:*

FAR §25.813(e) Frangible Door – This extends an ELOS previously granted to the Model 550 where the belted lavatory seat is approved for takeoff and landing and the toilet becomes a passenger compartment. (No door may be installed in any partition between them.) The sliding doors were allowed on the basis that they are placarded to be open for t/o and ldg; are only held closed by a magnetic strip; and in the event they are closed they are designed to withstand a 9g forward inertia load yet will still “break away” under a 50 lb. load applied near the inboard edge for frangibility.

FAR §25.1549(a) and (b) N<sub>2</sub> Digital Indicator Markings – An ELOS was granted for the use of digital displays which give less effective trend and limit proximity indications on the grounds the engine has no defined cautionary range for N<sub>2</sub>, can temporarily exceed the maximum N<sub>2</sub> safely up to 2% for 20 seconds, and the display changes from green to red when an exceedence occurs.

(iv) *Airworthiness Limitations:*

For the aircraft see the Maintenance Manual Chapter 4 Airworthiness Limitations.

TC-approved service life values for life-limited rotor components on the JT15D-4/5A/5D are defined in SB 7002. TBO and HSI intervals are defined in SB 7003.

(3) Aircraft Noise and Engine Emission Standards:

(i) *Environmental Standard:*

The Model 550/560 Series has been certificated for noise under FAR Part 36 effective December 1, 1969, including Amendments 36-1 through 36-12 (Model 550) and 36-15 (Model 560).

The Model 550/560 Series has been certificated for fuel venting under SFAR 27, including Amendments 27-1 and 27-2 (Model 550) and 27-6 (Model 560 Citation V). The Model 560 Citation Ultra has been certificated for fuel venting and engine exhaust emissions under FAR Part 34 effective September 10, 1990.

The JT15D-5D series has been shown to meet FAR 34 dated 10 September 1990.

(ii) *Compliance Listing:*

Document 55FMA Section 2 – Noise Characteristics – Takeoff weight 13,300 lb.  
Takeoff – 70.3; Sideline – 86.5; Approach – 90.4 [EPNdB] – JT15-D4  
Takeoff – 80.0; Sideline – 91.3; Approach – 86.2 [EPNdB] – JT15D-4B

Document 55FMB Section 2 – Noise Characteristics – Takeoff weight 14,100 lb.  
Takeoff – 71.6; Sideline – 86.4; Approach – 90.5 [EPNdB]

Document 56FMA Section 1 – Noise Characteristics – Takeoff weight 16,300 lb.  
Takeoff – 85.2; Sideline – 95.9; Approach – 85.0 [EPNdB]

(4) Certification Compliance Listing:

Cessna Report 550-7733-069 – Model 550 Master Compliance Checklist – Rev.C

Cessna Report No. 560-80-022 – Master Compliance Checklist – Rev.C 24-10-90

Cessna Report No. 500-6947-089 – Justification for Emergency Exit Location on the Cessna Model 500

Cessna Report No. 500-7047-133 – Suitability of Fan RPM for Thrust Setting

Cessna Report No. 500-7047-162 – Cabin and Cockpit Crashworthiness and Emergency Evacuation Provisions for the Cessna Citation

Cessna Report No. 550-84-029 – Equivalent Safety Evaluation Lavatory Compartment with Frangible Doors

Cessna Report No. S-550-105 – Crashworthiness Evaluation

Cessna Report No. 550-7753-41 – Emergency Exit Location and Aircraft Flotation Characteristics

Report No. 550-7753-048 – Increased Capacity Oxygen System Fault Analysis

Report FT500-13: Mechanical and Electrical Systems – Equipment and Furnishings

PWC T.N. 1029 – Section V – JT15D-5D Compliance Summary

(5) Flight Manual: FAA-Approved Airplane Flight Manual for the Cessna Model 560 Citation V Ultra (Serial 560-0260 thru -0538) – Document Number 56FMA – CAA Accepted as AIR 3110

FAA-Approved Airplane Flight Manual for the Cessna Model 550 Citation II (applicable to serial numbers 550-0002 thru -0505) – Document Number 55FM – CAA Accepted as AIR 3364

FAA-Approved Airplane Flight Manual for the Cessna Model 550 Citation II (Unit -0550 thru -0626) – Document Number 55FMA – CAA Accepted as AIR 3365

FAA-Approved Airplane Flight Manual for the Cessna Model 550 Citation II (Unit -0627 thru -0733) – Document Number 55FMB – CAA Accepted as AIR 3366

FAA-Approved Airplane Flight Manual for the Cessna Model 560 Citation V (560-0001 thru -0259) – Document Number 560FM – CAA Accepted as AIR 3369

(6) Operating Data for Aircraft and Engine:

(i) *Maintenance Manual:*

C55MM – Model 550 Maintenance Manual

C55WD – Model 550 (0002 - 0505) Wiring Diagram Manual

C55WDA – Model 550 and 551 (0550 & On) Wiring Diagram Manual

C56MM – Model 560 Maintenance Manual  
C56WD – Model 560 Wiring Diagram Manual  
C560ICA – Model 560 Instructions for Continued Airworthiness

C5056SR – Model 500 Series Structural Repair Manual  
C5056CM – Model 500 Series Component Maintenance Manual  
C5056ND – Model 500 Series Nondestructive Testing Manual  
C5056TE – Model 500 Series Illustrated Tool and Equipment Manual  
C550ICA – Model 550 Instructions for Continued Airworthiness

PWC JT15D-4 Maintenance Manual P/N 3017542  
PWC JT15D-4 Overhaul Manual P/N 3017543

PWC JT15D-5A Maintenance Manual P/N 3037322  
PWC JT15D-5A Overhaul Manual P/N 3037323

PWC JT15D-5D Maintenance Manual P/N 3040342  
PWC JT15D-5D Overhaul Manual P/N 3040343

(ii) *Current service Information:*

Cessna Service Bulletins are available on CESSVIEW

Service Bulletin Index for JT15D-5D Engine

(iii) *Illustrated Parts Catalogue:*

C55PC – Model 550 Illustrated Parts Catalog

C56PC – Model 560 Illustrated Parts Catalog

Pratt & Whitney Canada JT15D-5D IPC P/N 3040344

(7) Agreement from manufacturer to supply updates of data in (5), and (6):

Website access through CESSVIEW provides automatic updates  
email from PWC JT15D Project Engineer dated 1 December 2009

(8) Other information:

Citation II – Specification & Description (unit -0035 and on) June 1, 1978

Citation Ultra – Specification & Description (units 560-0307 and on) Sept. 1995

C55WB – Model 550 & 551 Weight and Balance Manual

C56WB – Model 560 (0001 - 0259) Weight and Balance Manual

C56WBA – Model 560 (0260 - 0538) Weight and Balance Manual

Report 500-7047-064 – Electrical Power System Load Analysis – Model 500

Addendums B, E and J cover the Model 550

Addendums F and M cover the basic Model 560

## 5. Additional New Zealand Requirements

Compliance with the retrospective airworthiness requirements of NZCAR Part 26 is a prerequisite for the grant of a type acceptance certificate.

### Civil Aviation Rules Part 26

#### Subpart B – Additional Airworthiness Requirements

##### Appendix B – All Aircraft

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
B.1	Marking of Doors and Emergency Exits	FAR Part 25 para §25.811(a),(e), (f) at Amendment 25-15
B.2	Crew Protection Requirements – CAM 8 Appdx. B # .35	Not Applicable – Agricultural Aircraft only

##### Appendix C – Air Transport Aeroplanes – More than 9 Pax

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
C.1	Doors and Exits	FAR Part 25 para §25.809(b) at Amendment 25-15
C.2.1	Additional Emergency Exits – per FAR 23.807(b) @ 10.5.93	Meets FAR Part 25 Certification requirements
C.2.2	Emergency Exit Evacuation Equipment – Descent means	Not Applicable – Exits less than 2m from the ground
C.2.3	Emergency Exit Interior Marking – Size/self-illuminating	FAR Part 25 para §25.811(e) and §25.812(b)
C.3.1	Landing Gear Aural Warning – Automatic Flap Linking	FAR Part 25 para §25.729(e)

Compliance with the following additional NZ operating requirements has been reviewed (for the Citation V Ultra – the Model 550 would be similar) and were found to be covered by either the original certification requirements or the basic build standard of the aircraft, except as noted:

### Civil Aviation Rules Part 91

#### Subpart F – Instrument and Equipment Requirements

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
91.505	Seating and Restraints – Safety belt/Shoulder Harness	FAR Part 25 para §25.785
91.507	Pax Information Signs – Smoking, safety belts fastened	FAR Part 25 para §25.791
91.509	Minimum Instruments and Equipment	
	(1) ASI (2) Machmeter (3) Altimeter (4) Magnetic Compass (5) Fuel Contents (6) Engine RPM (7) Oil Pressure	FAR §25.1303(b)(1) * FAR §25.1303(b)(1) * FAR §25.1303(b)(2) * FAR §25.1303(a)(3) FAR §25.1305(a)(2) * FAR §25.1305(c)(3) * FAR §25.1305(a)(4) *
		(8) Coolant Temp (9) Oil Temperature (10) Manifold Pressure (11) Cylinder Head Temp. (12) Flap Position (13) U/C Position (14) Ammeter/Voltmeter
		N/A – Turbojet FAR §25.1305(a)(6) * N/A – Turbojet N/A – Turbojet FAR §25.699(a) FAR §25.729(e) FAR §25.1351(6) *
91.511	Night VFR Instruments and Equipment	
	(1) Turn and Slip (2) Position Lights	FAR §25.1303(b)(4) * FAR §25.1389
		(3) Anti-collision Lights (4) Instrument Lighting
		FAR §25.1401 FAR §25.1381
91.513	VFR Communication Equipment	Dual Honeywell RCZ-851 Fitted as Standard ‡
91.517	IFR Instruments and Equipment	
	(1) Gyroscopic AH (2) Gyroscopic DI (3) Gyro Power Supply (4) Sensitive Altimeter	Fitted as Standard * FAR §25.1303(b)(6) * FAR §25.1331(a) * FAR §25.1303(b)(2) *
		(5) OAT (6) Time in hr/min/sec (7) ASI/Heated Pitot (8) Rate of Climb/Descent
		OAT Indicator Fitted as Std ‡ FAR §25.1303(b)(6) * FAR §25.1331(a) FAR §25.1303(b)(2) *
91.519	IFR Communication and Navigation Equipment	Citation V Ultra fitted with Honeywell Primus EFIS, which includes dual Integrated RNZ-850 Navigation Units to provide VOR, Localizer, Glideslope, Marker Beacon, DME and ADF capability. Also has a Global GNS-X FMS with GPS and Loran-C functions
91.523	Emergency Equipment	
	(a) More Than 10 pax – First Aid Kits per Table 7 – Fire Extinguishers per Table 8 (b) More than 20 pax – Axe readily acceptable to crew (c) More than 61 pax – Portable Megaphones per Table 9	<i>Operational requirement – compliance as applicable</i> <i>Operational requirement – compliance as applicable</i> Not Applicable – Less than 20 passenger seats Not Applicable – Less than 61 passenger seats
91.529	ELT – TSO C126 406 MHz after 22/11/2007	<i>Operational requirement – compliance as applicable</i>
91.531	Oxygen Indicators – Volume/Pressure/Delivery	FAR §25.1441 and FAR §25.1443

91.535	Supplemental Oxygen for Pressurised Aircraft: (1) Flight Crew Member On-Demand Mask; (2) Pax mask, Portable oxygen equipment (3) Crew Member – Pax Oxygen Mask and Portable (4) Minimal Supplemental Oxygen Quantity (5) Specified Supplemental/Therapeutic Oxygen Quantity Above FL250 (1) Quick-Donning Crew On-Demand Mask (2) Supplemental O <sub>2</sub> Masks for all Pax/Crew and Toilets (3) 15 Minutes Therapeutic Supply Above FL300 (1) Total Outlets Exceed Pax Seats by 10% (2) Extra Units Uniformly Distributed throughout Aircraft (3) Automatically Presented if Cabin Altitude $\geq$ 14000 ft. (4) Manual Means of Deploying Pax Masks Available	B/E Aerospace P/N 174252-17 TSO C78/89 Quick-donning diluter demand masks fitted as standard (Along with EROS MXP-210-00 TSO C99 goggles.) Continuous flow passenger masks fitted. (One or two fitted per stowage/dropout box.) Boxes distributed along the cabin roof and in the toilet. 64 cubic foot (1812 litre) bottle provides oxygen for 2 crew and 5 pax for one hour. (4.3 l/min/person, total 1806 litres) Minimum eight pax masks required for 7 pax cabin layout Maximum Operating Altitude is 45,000 feet. Masks drop if cabin altitude exceeds 13,500 $\pm$ 600 feet Manual selection switch is installed in the cockpit
91.541	SSR Transponder and Altitude Reporting Equipment	Dual Honeywell XS-852 Fitted as Standard ‡
91.543	Altitude Alerting Device – Turbojet or Turbofan	Fitted as Standard as part of Primus 1000 EFIS *
91.545	Assigned Altitude Indicator	Not Applicable – Altitude Alerting Device fitted
A.15	ELT Installation Requirements	<b>To be determined on an individual aircraft basis</b>

## Civil Aviation Rules Part 125

### Subpart F – Instrument and Equipment Requirements

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
125.355	Seating and Restraints	FAR §25.785
125.357	Additional Instruments (Powerplant and Propeller)	FAR §25.1305
125.359	Night Flight	Landing light, Pax compartment
125.361	IFR Operations	Speed, Alt, spare bulbs/fuses
125.361	SE IFR Requirements – If Applicable	<b>Operating Rule – Compliance to be determined by operator</b>
125.361	SE IFR Requirements – If Applicable	Not Applicable – Not a single-engined aeroplane
125.363	Emergency Equipment (Part 91.523 (a) and (b))	<b>Operating Rule – Compliance to be determined by operator</b>
125.364	Protective Breathing Equipment	Not Applicable – Less than 20 passenger seats
125.365	Public Address and Crew Member Intercom System	Dual automatic speaker interphone audio Fitted as Std ‡
125.367	Cockpit Voice Recorder – B.3 requires TSO C84/C123	Loral/Fairchild A200S CVR with ULB Fitted as Standard ‡
125.369	Flight Data Recorder – Appendix B.4 requires TSO C124	Not Applicable – Less than ten passenger seat configuration
125.371	Additional Attitude Indicator	Aeronetics HSI-315A Fitted as Standard ‡
125.373	Weather Radar – Appendix B.6 requires TSO C63	Honeywell Primus 650 Fitted as Standard ‡
125.375	GPWS – Appendix B.7 requires TSO C92	Superseded by 125.379 below
125.377	AEDRS	Not Applicable – Not a single-engined aeroplane
125.379	TAWS – Appendix B.9 requires TSO C151a or b	Honeywell EGPWS Mk.VII Fitted as Standard ‡
125.381	ACAS II – Appendix B.10 requires TSO C118/119a or b	<b>Operating Rule – Compliance to be determined by operator</b>

\* Displayed on the Honeywell Primus 1000 Electronic Flight Instrument System

‡ See Cessna 560 Citation Ultra Specification and Description and the Operating Manual 560MA-04

NOTES: 1. A Design Rule reference in the Means of Compliance column indicates the Design Rule was directly equivalent to the CAR requirement, and compliance is achieved for the basic aircraft type design by certification against the original Design Rule.

2. The CAR Compliance Tables above were correct at the time of issue of the Type Acceptance Report. The Rules may have changed since that date and should be checked individually.

3. Some means of compliance above are specific to a particular model/configuration. Compliance with Part 91/119 operating requirements should be checked in each case, particularly oxygen system capacity and emergency equipment.

**Attachments**

The following documents form attachments to this report:

- Photographs first-of-type example Cessna Citation Ultra s/n 560-0396 ZK-AWK
- Cessna Drawing 6500563 – Three View and General Arrangement Model 560
- Three-view drawing Cessna Model 550 Citation II
- Copy of FAA Type Certificate Data Sheet Number A22CE

**Sign off**

.....  
David Gill  
Team Leader Airworthiness

.....  
Checked – Peter Gill  
Technical Specialist Design

**Appendix 1**

**List of Type Accepted Variants:**

<i>Model:</i>	<i>Applicant:</i>	<i>CAA Work Request:</i>	<i>Date Granted:</i>
560 Citation Ultra	Airwork Flight Operations Ltd	10/21B/12	22 February 2010
550 Citation II	Air Rarotonga Limited	16/21B/28	3 October 2016