
Type Acceptance Report

TAR 6/21B/14 – Revision 1

Cessna 400 Series

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Executive Summary

New Zealand Type Acceptance has been granted to the Cessna Models 401/402/411/414/421/425 Series based on validation of FAA Type Certificate number A7CE. There are no special requirements for import.

All models listed under the FAA type certificate have been type accepted in New Zealand, which are now eligible for the issue of an Airworthiness Certificate in the Standard Category in accordance with NZCAR §21.177, 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.)

NOTE: The information in this report was correct as at the date of issue. The report is generally 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 revision of the State-of-Design Type Certificate Data Sheet referenced herein.

1. Introduction

This report details the basis on which Type Acceptance Certificate No. 6/21B/14 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.

The report covers all models included on the State-of-Design type certificate which have been granted type acceptance in New Zealand. Appendix 1 details which models have been type accepted in accordance with the provisions of CAR Part 21B and which were certificated prior to that under NZCAR Section B.9 and are now type accepted under the transitional arrangements of Part 21 Appendix A(c).

2. Aircraft Certification Details

(a) State-of-Design Type and Production Certificates:

Manufacturer: Cessna Aircraft Company

Type Certificate Holder: Textron Aviation Inc. (since July 29, 2015)
Type Certificate: A7CE
Issued by: Federal Aviation Administration

Production Approval: Delegation Option Manufacturer No. CE-3
FAA Production Certificate No.312

(b) Models Covered by the Part 21B Type Acceptance Certificate:

- (i) **Model:** 401, 401A, 401B, 402, 402A, 402B
- MCTOW: 6300 lb. [2857 kg]
- Max. No. of Seats: 8 (401 Models)
10 (402 Models)
- Noise Standard: Not Applicable
- Engine:** Continental TSIO-520-E or TSIO-520-EB
Type Certificate: FAA E8CE
- Propeller:** McCauley 3AF32C87/82NC-5.5
Type Certificate: FAA P22EA
McCauley 3AF32C504/82NEA-5.5
Type Certificate: FAA P57GL
- (ii) **Model:** 402C
- MCTOW: 6850 lb. [3107 kg]
- Max. No. of Seats: 10
- Noise Standard: FAR Part 36
- Engine:** Continental TSIO-520-E or TSIO-520-EB
Continental TSIO-520-VB (402C)
Type Certificate: FAA E8CE
- Propeller:** McCauley 3AF32C93/82NC-5.5 or -6.5
Type Certificate: FAA P22EA
McCauley 3AF32C505/82NEA-5.5 or -6.5
Type Certificate: FAA P57GL

- (iii) **Model:** 411, 411A
- MCTOW: 6500 lb. [2948 kg]
- Max. No. of Seats: 8
- Noise Standard: Not Applicable
- Engine:** Continental GTSIO-520-C
Type Certificate: FAA E7CE
- Propeller:** Hartzell HC-A3VF-2D/V8833
Type Certificate: FAA P6EA
McCauley 3AF34C74/90LF-0
Type Certificate: FAA P22EA
McCauley 3AF37C510/90LFB
Type Certificate: FAA P57GL
- (iv) **Model:** 414, 414A
- MCTOW: 6350 lb. [2880 kg]
6750 lb. [3062 kg] – Model 414A
- Max. No. of Seats: 7
8 (Model 414A)
- Noise Standard: FAR Part 36 (Model 414A only)
- Engine:** Continental TSIO-520-J or TSIO-520-JB
Continental TSIO-520-N or TSIO-520-NB
Type Certificate: FAA E7CE
- Propeller:** McCauley 3AF32C93/82NC-5.5
Type Certificate: FAA P22EA
McCauley 3AF32C505/82NEA-5.5
Type Certificate: FAA P57GL
- (v) **Model:** 421, 421A, 421B
- MCTOW: 6800 lb. [3084 kg]
6840 lb. [3102 kg] – 421A or with SK
7250 lb. [3288 kg] – 421B
7450 lb. [3379 kg] – 421B s/n 421B0201 and up
- Max. No. of Seats: 6
7 (Model 421A)
8 (Model 421B)

Noise Standard: Not Applicable

Engine: Continental GTSIO-520-D
Continental GTSIO-520-H (Model 421B)
Type Certificate: FAA E7CE

Propeller: McCauley 3AF34C92/90LF-0
Type Certificate: FAA P22EA

McCauley 3AF37C516/90LF-0
Type Certificate: FAA P57GL

(v) **Model:** 421C

MCTOW: 7450 lb. [3379 kg]

Max. No. of Seats: 10

Noise Standard: FAR Part 36

Engine: Continental GTSIO-520-L or GTSIO-520-N
Type Certificate: FAA E7CE

Propeller: McCauley 3FF32C501/90UMB-0
Type Certificate: FAA P45GL

(vi) **Model:** 425

MCTOW: 8200 lb. (s/n 425-0001 through 425-0176)
8600 lb. (s/n 425-0177 and up)

Max. No. of Seats: 8

Noise Standard: FAR Part 36 at Amendment 36-10

Engine: Pratt & Whitney Canada PT6A-112
Type Certificate: Transport Canada E-15

Propeller: Hartzell HC-B3TN-3C/T10178B-8R
Type Certificate: FAA P15EA

McCauley 3GFR34C701/93KB-0
Type Certificate: FAA P60GL

3. Application Details and Background Information

The application for New Zealand type acceptance of the 1974 Cessna 421B was from North Shore Aviation Services Ltd, dated 14 November 2005. The first-of-type example was serial number 421B-0504 registered ZK-LOY. Also included in this first issue of the report was type acceptance of the Cessna 425. The application for this was from Lakeland Helicopters (1989) Ltd dated 4 December 2005. The first-of-type example was serial number 425-0171, registered ZK-LHL. The Cessna 400 Series is a low-wing all-metal twin engined light executive or commuter airliner with between 6 and 10 seats.

Type Acceptance Certificate No. 6/21B/14 was granted on 8 December 2005 to the 1974 Model 421B, while Type Acceptance was granted on 4 April 2006 to the Model 425, both based on validation of FAA Type Certificate number A7CE. Specific applicability is limited to the coverage provided by the operating documentation supplied. There are no special requirements for import into New Zealand.

Revision 1 to this report added all the other variants and model years of the Cessna 400 Series not previously included. This was at the request of the type certificate holder, who has provided access to all technical publications.

The first model in the 400 Series was the 411, which was Cessna's entry into the eight seat cabin class twin market that had previously been dominated by the Beech Queen Air. From this was developed the 401/402 Series which were simpler and lighter with lower powered direct-drive engines. They were similar except the 401 was optimised for corporate transport with fewer seats and a smaller c.g. range than the 402, which was configured for commuter and freighter work. The 421 was the first pressurised model and was developed from the 411A. The Model 414 was basically a combination of the pressurised fuselage of the 421 with the lighter wing of the 402 Series.

The 425 Corsair was essentially the 421C with 450 shp PT6A turbine engines, with structural strengthening to allow the increased MAUW of 8200 lb and the horizontal tail of the Model 404. A mid-production update increased the takeoff weight and made other improvements, and this version was marketed as the Conquest I.

A number of developments were made to the 400 Series over the years, which became available on all variants. The most obvious of these was a lengthened nose with increased size luggage locker, plus weight increases and improvements to the engine, turbocharger and aircraft systems. Later aircraft had an increased span bonded wet-wing without tip-tanks and a redesigned trailing-arm undercarriage.

The first examples of the 400 Series on the New Zealand register were two Model 402 demonstrators in 1968 for Rex Aviation, ZK-CSX and ZK-CSZ. The first Model 414 was ZK-KSW for Wright Machinery in 1976, while the first example of the pressurised 421C was ZK-DCN first operated by the Ministry of Transport in 1979.

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 A7CE

FAA Type Certificate Data Sheet A7CE at Revision 49 dated July 29, 2015

- Model 411 approved August 17, 1964
- Models 401 and 402 approved September 20, 1966
- Model 411A approved January 26, 1967
- Model 421 approved May 1, 1967
- Model 401A approved October 29, 1968
- Model 421A approved November 19, 1968
- Model 402A approved January 3, 1969
- Model 414 approved September 24, 1969
- Models 401B and 402B approved November 12, 1969
- Model 421B approved April 28, 1970
- Model 421C approved October 28, 1975
- Model 414A approved September 30, 1977
- Model 402C approved September 25, 1978
- Model 425 approved July 1, 1980

(2) Airworthiness design requirements:

(i) *Airworthiness Design Standards:*

The certification basis of the initial Cessna 400 Series is CAR 3 dated May 15, 1956, as amended by 3-1 through 3-5 and 3-8. For the Model 421B some paragraphs of FAR 23 up to Amendment 23-7 were added. For the Models 414A/421C additional paragraphs of FAR 23 at Amendment 23-14 were added or substituted. Three equivalent level of safety findings were made. Similar updates were made to the certification basis of the Model 402C with paragraphs from FAR 23 up to Amendment 23-23. For the Model 425 paragraphs of FAR 23 at Amendment 23-21 were added, plus a paragraph of FAR 25 at Amendment 23-43, plus SFAR 27 at Amendment 27-3 and Special Conditions 23-93-CE-12.

This is an acceptable certification basis in accordance with NZCAR Part 21B Paragraph §21.41 and Advisory Circular 21-1A, because CAR Part 3 is the predecessor of FAR Part 23, which is the basic standard for Normal Category Airplanes called up under NZCAR Part 21 Appendix C. There are no non-compliances and no additional special conditions have been prescribed by the Director under §21.23.

(ii) *Special Conditions:*

23-93-CE-12 – Because the 425 had an established V_{MO}/M_{MO} and high speed capabilities for a turbopropeller-powered airplane, the FAA required Special Conditions covering lateral, directional and longitudinal stability; electric trim tabs; failsafe criteria and accessibility for the airframe; and establishing an engine in-flight restart capability envelope.

(iii) Equivalent Level of Safety Findings:

1976 402B and 414A and up, 414A and 421C:

CAR 3.757 Airspeed Indicator; CAR 3.778(a) Operating Limitations – The use of indicated instead of calibrated airspeed was accepted provided the approved calibration data given in the POH is available to the pilot. ASI calibration data must be predicated on flight test.

CAR 3.637 Power-plant Fire Protection; This requires a means to shut off the flow of flammable fluids into the engine compartment of multi-engined aircraft. This is not provided for the air conditioning and landing gear hydraulic systems. This was accepted because the lines are either steel or aluminium end fittings with a fire sleeve and have passed a flame test to show there is no leakage in a fire. In addition a number of other design features minimise the discharge of fluid in the event of a pressure or suction line rupture below what is considered a hazardous quantity.

(iv) Airworthiness Limitations:

See TCDS A7CE Note 3.

(3) Aircraft Noise and Engine Emission Standards:

(i) Environmental Standard:

1976 and later Cessna 400 Series have been certificated for noise under FAR Part 36, including Amendments 36-1 through 36-4 (Model 421C), 36-7 (Model 402C) and 36-10 (Models 414A and 425).

(ii) Compliance Listing:

See Advisory Circular 36-1H Appendix 7 and Flight Manuals (Section 4).

Model:	MTOW:	Engine:	Propeller:	RPM:	Noise Levels	
					MdbA	CdbA
402B	6850	TSIO-520-E	3AF32C87M	2700	81.6	78.8
402C	6850	TSIO-520-UB	3AF32C92N	2700	80.8	78.6
402C	6850	TSIO-520-VB	3AF32C93	2600	77.2	75.1
414A	6750	TSIO-520-N	3AF32C93	2600	79.1	76.6
421C	7450	GTSIO-520-L	3FF32C501	3350	80.3	76.7
425	8200	PT6A-112	36FR34C701	1900	75.7	71.4
425	8200	PT6A-112	HC-B3TN-3C	1900	75.7	71.4
425	8600	PT6A-112	HC-B3TN-3C	1900	75.7	72.3

(4) Certification compliance listing:

Cessna Report 402A-0: Type Inspection Report – Basic Airplane Configuration

Cessna Report S-402A-110: Structures Data Summary

Cessna Report DM 402C-0: Basic Aircraft Configuration

Cessna Report S-414-110: Structures Data Summary (plus Revisions)

Cessna Report DM 414-0: Type Inspection Report, Basic Aircraft Configuration

Cessna Report S-421A-110 – Structures Data Summary Model 421A

Cessna Report 421A-0 – Type Inspection Report Basic Airplane Configuration

Cessna Report S-421B-110 – Structures Data Summary Model 421B

Cessna Report 421B-0 – Type Inspection Report Basic Airplane Configuration

Cessna Report S-425-110 – Structures Data Summary Model 425
Cessna Report 425-0 – Type Inspection Report Basic Airplane Configuration
Cessna DM Report 425-27 – 8600 lb Gross Takeoff Weight BPC-177

(5) Flight Manual:

CAA AIR Number:	Cessna Publication:	Title:
AIR 3794	D590-13	Model 401 (1967-1968) Aircraft Flight Manual
AIR 3795	D668-13	Model 401A (1969) Aircraft Flight Manual
AIR 3796	D782-13	Model 401B (1970-1972) Aircraft Flight Manual
AIR 2454	D591-13	Model 402 (1967-1968) Aircraft Flight Manual
AIR 2453	D669-13	Model 402A (1969) Aircraft Flight Manual
AIR 2758	D784-13	Model 402B (1970-1972) Aircraft Flight Manual
AIR 2014	D6000-13	Model 402B (1973) Aircraft Flight Manual
AIR 2862	D6003-13	Model 402B (1974) Aircraft Flight Manual
AIR 2211	D6003-13	Model 402B (1975) Aircraft Flight Manual
AIR 2562	D1531-13	Model 402B (1976) Pilot's Operating Handbook
AIR 2315	D1544-13	Model 402B (1977) Pilot's Operating Handbook
AIR 2314	D1558-13	Model 402B (1978) Pilot's Operating Handbook
AIR 3797	D1571-13PH	Model 402C (1979) Pilot's Operating Handbook
AIR 3798	D1582-13PH	Model 402C (1980) Pilot's Operating Handbook
AIR 2572	D1592-13PH	Model 402C (1981) Pilot's Operating Handbook
AIR 3799	D1598-13PH	Model 402C (1982) Pilot's Operating Handbook
AIR 2541	D1610-13PH	Model 402C (1984) Pilot's Operating Handbook
AIR 3801	D1616-13PH	Model 402C (1985) Pilot's Operating Handbook
AIR 3802	D500-13	Model 411 (1965-1966) Aircraft Flight Manual
AIR 3803	D499-13	Model 411A (1967-1968) Aircraft Flight Manual
AIR 3804	D783-13	Model 414 (1970-1972) Aircraft Flight Manual
AIR 3805	D6001-13	Model 414 (1973) Aircraft Flight Manual
AIR 3806	D6004-13	Model 414 (1974) Aircraft Flight Manual
AIR 3807	D6007-13	Model 414 (1975) Aircraft Flight Manual
AIR 3808	D1532-13	Model 414 (1976) Pilot's Operating Handbook
AIR 3809	D1545-13	Model 414 (1977) Pilot's Operating Handbook
AIR 2085	D1559-13	Model 414A (1978) Pilot's Operating Handbook
AIR 2086	D1573-13PH	Model 414A (1979) Pilot's Operating Handbook
AIR 3810	D1584-13PH	Model 414A (1980) Pilot's Operating Handbook
AIR 3811	D1594-13PH	Model 414A (1981) Pilot's Operating Handbook
AIR 3812	D1600-13PH	Model 414A (1982) Pilot's Operating Handbook
AIR 3813	D1611-13PH	Model 414A (1984) Pilot's Operating Handbook
AIR 3814	D1617-13PH	Model 414A (1985) Pilot's Operating Handbook
AIR 3815	D592-13	Model 421 (1968) Aircraft Flight Manual
AIR 3816	D680-13	Model 421A (1969) Aircraft Flight Manual
AIR 3817	D824-13	Model 421B (1970-1971) Aircraft Flight Manual
AIR 3818	D927-13	Model 421B (1972) Aircraft Flight Manual
AIR 3819	D6002-13	Model 421B (1973) Aircraft Flight Manual

AIR 2934	D6005-13	Model 421B (1974) Aircraft Flight Manual
AIR 2232	D6008-13	Model 421B (1975) Aircraft Flight Manual
AIR 2522	D1533-13	Model 421C (1976) Pilot's Operating Handbook
AIR 3820	D1546-13	Model 421C (1977) Pilot's Operating Handbook
AIR 2209	D1560-13	Model 421C (1978) Pilot's Operating Handbook
AIR 2105	D1574-13	Model 421C (1979) Pilot's Operating Handbook
AIR 2264	D1585-13PH	Model 421C (1980) Pilot's Operating Handbook
AIR 2409	D1595-13PH	Model 421C (1981) Pilot's Operating Handbook
AIR 3821	D1601-13PH	Model 421C (1982) Pilot's Operating Handbook
AIR 3822	D1612-13PH	Model 421C (1984) Pilot's Operating Handbook
AIR 3823	D1618-13PH	Model 421C (1985) Pilot's Operating Handbook
AIR 2946	D1587-13PH	425 (S/N 0001-0176) Pilot's Operating Handbook
AIR 3824	D1613-13PH	425 (S/N 0177 and on) Pilot's Operating Handbook

(6) Operating Data for Aircraft, Engine and Propeller:

(i) *Maintenance Manual:*

Cessna 401/402 (1967-1978) Service Manual – Publication D777-13
 Cessna 402C (1979-1985) Maintenance Manual – Publication D2527-13
 Cessna 411/411A (1965-1968) Service Manual – Publication D609-13
 Cessna 414/414A (1970-1985) Service Manual – Publication D778-13
 Cessna 421/421A/421B (1968-1975) Service Manual – Publication D817-13
 Cessna 421C (1976-1985) Service Manual – Publication D2515-13

 Cessna 425 Maintenance Manual – Publication D2535-13
 Cessna 425 Wiring Diagram Manual – Publication D2534-13

(ii) *Current service Information:*

Service Bulletins

(iii) *Illustrated Parts Catalogue:*

Cessna 401/402B (1967-1978) Parts Catalog – Publication P-12
 Cessna 402C (1979-1985) Parts Catalog – Publication P-12
 Cessna 411/411A (1965-1968) Parts Catalog – Publication P-12
 Cessna 414/414A (1969-1985) Parts Catalog – Publication P-12
 Cessna 421/421A/421B (1968-1975) Parts Catalog – Publication P-12
 Cessna 421C (1976-1985) Parts Catalog – Publication P-12

 Cessna 425 Parts Catalog – Publication P67012

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

Textron Aviation Publications are now available through the Textron Aviation Technical Publications website at <https://ww2.txtav.com>

(8) Other information:

Cessna Model 421B Equipment List – 15 May 1970

Cessna Model 425 Equipment List – 23 June 1980

5. New Zealand Operational Rule Compliance

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	<i>To be determined on an individual aircraft basis</i>
B.2	Crew Protection Requirements – CAM 8 Appdx. B # .35	Not Applicable – Agricultural Aircraft only

Compliance with the following additional NZ operating requirements has been reviewed 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	Fitted as Standard
91.507	Pax Information Signs - Smoking, safety belts fastened	Not Applicable – Less than 10 passenger seats
91.509 Min. VFR	(1) ASI (2) Machmeter (3) Altimeter (4) Magnetic Compass (5) Fuel Contents (6) Engine RPM (7) Oil Pressure	CAR §3.655(a)(1) N/A CAR §3.655(a)(2) CAR §3.655(a)(3) CAR §3.655(b)(1)(i) CAR §3.655(b)(1)(v) CAR §3.655(b)(1)(ii)
		(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 – Air cooled engine CAR §3.655(b)(1)(iii) CAR §3.655(b)(2)(iii) CAR §3.655(b)(2)(i) Fitted as Standard CAR §3.359 CAR §3.687
91.511 Night	(1) Turn and Slip (2) Position Lights	Fitted as Standard CAR 3 paragraph §3.700
		(3) Anti-collision Lights (4) Instrument Lighting
91.513	VFR Communication Equipment	<i>Operational requirement – Compliance as applicable</i>
91.517 IFR	(1) Gyroscopic AH (2) Gyroscopic DI (3) Gyro Power Supply (4) Sensitive Altimeter	<i>Operational requirement – compliance as applicable</i> (See Equipment List Section B for standard/optional equipment)
		(5) OAT (6) Time in hr/min/sec (7) ASI/Heated Pitot (8) Rate of Climb/Descent
		<i>Operational requirement – compliance as applicable</i> (See Equipment List Section B for standard/optional equipment)
91.519	IFR Communication and Navigation Equipment	<i>Operational requirement – Compliance as applicable</i>
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	Not Applicable – Less than 10 passenger seats Not Applicable – Less than 10 passenger seats Not Applicable – Less than 20 passenger seats Not Applicable – Less than 61 passenger seats
91.529	ELT - TSO C91a or C126 after 1/4/97 (or replacement)	<i>To be determined on an individual aircraft basis</i>
91.531	Oxygen Indicators - Volume/Pressure/Delivery	<i>Operational requirement – Compliance as applicable</i>
91.533	Oxygen for Non-Pressurised Aircraft	Not Applicable – 421/425 both pressurised
91.535	Oxygen for Pressurised Aircraft (1) Flight Crew Member On-Demand Mask; 15 min PBE (2) 1 Set of Portable 15 min PBE (3) Crew Member - Pax Oxygen Mask; Portable PBE 120l (4) Spare Oxygen Masks/PBE (5) Min Quantity Supplement Oxygen (6) Required Supplemental/Therapeutic Oxygen Above FL250 – Quick-Donning Crew On-Demand Mask - Supplemental O ₂ Masks for all Pax/Crew - Supplemental Mask in Washroom/Toilet Above FL300 - Total Outlets Exceed Pax by 10%	Oxygen system for the Model 421/425 consists of individual oxygen masks for the pilots and passengers. An 11 cu. ft bottle is fitted in the nose compartment. A pressure gauge is fitted on the instrument panel. Oxygen flow is indicated on the supply tube. NOTE: The standard Cessna cabin pressure warning light activates at 12,500 ±500 ft. To meet NZ Rules the sensor needs to be changed to one which activates at 10,000 ft. (Available as a “CAA UK” valve) N/A – Maximum operating limit 421/425 – 30,000 ft
91.541	SSR Transponder and Altitude Reporting Equipment	<i>Operational requirement – Compliance as applicable</i>
91.543	Altitude Alerting Device - Turbojet or Turbofan	Not Applicable – Not turbo jet or turbofan powered
91.545	Assigned Altitude Indicator	<i>Operational requirement – Compliance as applicable</i>
A.15	ELT Installation Requirements	<i>To be determined on an individual aircraft basis</i>

Civil Aviation Rules Part 135

Subpart F – Instrument and Equipment Requirements

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
135.355	Seating/Restraints – Shoulder harness flight-crew seats	<i>Operational requirement – Compliance as applicable</i>
135.357	Additional Instruments – (1) Power plant instruments required under Appendix C; (2) reversible pitch indication	Cessna 400 models have all the instrumentation required under FAR §23.1305; Reverse pitch shown by lever position
135.359	Night Flight	Landing light, Pax compartment
135.361	IFR Operations	Speed, Alt, spare bulbs/fuses
135.363	Emergency Equipment (Part 91.523 (a) and (b))	<i>Operational requirement – Compliance as applicable</i>
135.367	Cockpit Voice Recorder	N/A – Only for 2-crew helicopters with more than 10 pax
135.369	Flight Data Recorder	Not Applicable – Less than 10 passenger seats
135.371	Additional Attitude Indicator	Not Applicable – Not turbo jet or turbofan powered

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 then and compliance 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 421B s/n 421B-0504 ZK-LOY

Photographs first-of-type example Cessna 425 s/n 425-0171 ZK-LHL

Three-view drawing Cessna Model 421B Golden Eagle

Three-view drawing Cessna Model 425 Corsair/Conquest I

Copy of FAA Type Certificate Data Sheet Number A7CE

Sign off

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David Gill
Team Leader Airworthiness

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Checked – Gaetano Settineri
Airworthiness Engineer

Appendix 1

List of Type Accepted Variants:

<i>Model:</i>	<i>Applicant:</i>	<i>CAA Work Request:</i>	<i>Date Granted:</i>
402		AC 21-1.2/NZCAR Part 21 Appendix A(c)	
402B (1970, 71, 72, 74, 76)		AC 21-1.2/NZCAR Part 21 Appendix A(c)	
402C (1979, 1981)		AC 21-1.2/NZCAR Part 21 Appendix A(c)	
414A (1978)		AC 21-1.2/NZCAR Part 21 Appendix A(c)	
421B (1975)		AC 21-1.2/NZCAR Part 21 Appendix A(c)	
421C (1976, 78, 79, 80)		AC 21-1.2/NZCAR Part 21 Appendix A(c)	
421B (1974)	North Shore Aviation Services Ltd	6/21B/14	8 December 2005
425 (Corsair)	Lakeland Helicopters (1989) Ltd	6/21B/15	4 April 2006
All other models	Textron Aviation Inc.	18/21B/16	22 May 2018