
Type Acceptance Report

TAR 4/21B/25 – Revision 5

Cessna 210 Series

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Executive Summary

New Zealand Type Acceptance has been granted to the Cessna Model 210 Centurion Series based on validation of FAA Type Certificate number 3A21. 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. 4/21B/25 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 models in New Zealand; and
- (b) Identify any special conditions for import applicable to any models covered by the Type Acceptance Certificate; and
- (c) Identify any additional requirements that 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: 3A21
Issued by: Federal Aviation Administration

Production Approval: Delegation Option Manufacturer No. CE-1
FAA Production Certificate No.4

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

(i) **Models:** 210, 210A, 210B, 210C, 210-5, 210-5A

MCTOW: 2900 lb. [1315 kg]
3000 lb. [1361 kg] – Models 210B, 210C
3300 lb. [1497 kg] – Models 210-5, 210-5A

Max. No. of Seats: 4
6 – Models 210-5, 210-5A

Noise Standard: Not Applicable

Engine: Continental IO-470-E or IO-470-S
Type Certificate: FAA No.3E1

Propeller: McCauley D2A36C33/90M-8
Type Certificate: FAA No. P-880
McCauley D2A34C49/90A-8 or D2A34C58/90AT-8
Type Certificate: FAA No. P3EA
Hartzell HC-A2XF-1/8433-2
Type Certificate: FAA No. P-908

(ii) **Models:** 210D, 210E, 210F, 210G, 210H, 210J

MCTOW: 3100 lb. [1406 kg] – Models 210D, 210E
3300 lb. [1497 kg] – Models 210F
3400 lb. [1542 kg] – Models 210G, 210H

Max. No. of Seats: 4

Noise Standard: Not Applicable

Engine: Continental IO-520-A or IO-520-J
Type Certificate: FAA No. E5CE

Propeller:	McCauley D2A34C58/90AT-8 or D2A37C230/90REB-8 McCauley E2A34C64/90AT-8 or E2A34C73/90AT-8 Type Certificate: FAA No. P3EA
	McCauley D3A32C77/82NK-2 or D3A32C88/82NC-2 Type Certificate: FAA No. P21EA
(iii) Models:	T210F, T210G, T210H, T210J
MCTOW:	3300 lb. [1497 kg] – Model T210F 3400 lb. [1542 kg]
Max. No. of Seats:	4
Noise Standard:	Not Applicable
Engine:	Continental TSIO-520-C or TSIO-520-H Type Certificate: FAA No. E8CE
Propeller:	McCauley E2A34C70/90AT-8 Type Certificate: FAA No. P3EA
	McCauley D3A32C77/82NK-2 or D3A32C88/82NC-2 Type Certificate: FAA No. P21EA
(iv) Models:	210K, T210K, 210L, T210K, 210M, T210M
MCTOW:	3800 lb. (1723 kg)
Max. No. of Seats:	6
Noise Standard:	FAR Part 36 (210M/T210M)
Engine:	Continental IO-520-L (210K, 210L) Type Certificate: FAA No. E5CE
	Continental TSIO-520-H (T210K, T210L) Continental TSIO-520-R (T210M) Type Certificate: FAA No. E8CE
Propeller:	McCauley E2A34C73/90AT-8 or E2A37C233/90REB-8 Type Certificate: FAA No. P3EA
	McCauley D3A32C88/82NC-2 Type Certificate: FAA No. P21EA
	McCauley D3A34C404/80VA-0 McCauley D3A34C402/90DFA-10 (T210M) Type Certificate: FAA No. P47GL

(v) **Models:** 210N, P210N, T210N, 210R, P210R, T210R

MCTOW: 3800 lb. (1723 kg) – 210N
3850 lb. [1746 kg] – 210R
4000 lb. (1860 kg) – T210N, P210N
4100 lb. (1860 kg) – T210R, P210R

Max. No. of Seats: 6

Noise Standard: FAR Part 36

Engine: Continental IO-520-L (210N, 210R)
Type Certificate: FAA No. E5CE

Continental TSIO-520-R (T210N, T210R)
Continental TSIO-520-P (P210N up to serial number 760);
Continental TSIO-520-AF (P210N serial no. 761 and up)
Continental TSIO-520-CE (P210R)
Type Certificate: FAA No. E8CE

Propeller: McCauley D3A34C404/80VA-0 (210N, 210R)
D3A34C402/90DFA-10 or D3A36C410/80VMB-0
Type Certificate: FAA No. P47GL

- Notes:
1. Refer to FAA TCDS 3A21 for specific applicability of engine and propeller combinations to individual aircraft models.
 2. Refer to Advisory Circular 21-1 Appendix 2 for the New Zealand type acceptance status of any engines and propellers listed above.

3. Application Details and Background Information

The application for New Zealand type acceptance of the 1960 Model 210 was from C H Mellsope dated 12 July 1995. The first-of-type example was serial number 57096 registered ZK-RJS. The 210 Series is a 4 to 6-seat single-engine high-wing all-metal touring aircraft with retractable undercarriage, also available in turbocharged and pressurised versions.

Type Acceptance Certificate No.95/02 covering the Model 210 was granted on 1 August 1995 based on validation of FAA Type Certificate 3A21. Specific applicability is limited to the coverage provided by the operating documentation supplied. There are no special requirements for import into New Zealand.

The application for New Zealand type acceptance of the Model T210R was from TRC Toyota dated 17 June 1996. The first-of-type example was 1985 Model serial number 21064918, registered ZK-TRC. Type Acceptance was granted on 11 July 1996.

The application for type acceptance of the 1981 Model P210N was from the importer, E Hagaman, dated 19 March 2004. The first-of-type example was serial number P21000718, registered ZK-SCH. Type Acceptance was granted on 3 June 2004.

This report was raised to Revision 1 to include the Model 210R. The opportunity was also taken to update the report to the latest format and include all Models of the 210 Series previously type accepted under NZCAR Part 21B. The application was from Flightline Aviation Ltd dated 20 June 2005. The first-of-type example was serial number 21064923 registered ZK-KWI. Type acceptance was granted on 14 July 2005.

This report was raised to Revision 2 to include the Model T210M. The applicant was Paul Muller Aircraft Ltd and the first-of-type example was serial number 210-62739 registered ZK-ZIO. Type acceptance was granted on 17 November 2008.

Revision 3 added the 1980 Model P210N. The applicant was Air West Coast Ltd and the first-of-type example was serial number P21000482 registered ZK-VIR.

This report was raised to Revision 4 to include the Model 210G. The applicant was Dreamcraft Aviation Ltd and the first-of-type example was serial number 21058895 registered ZK-DCA. Type acceptance was granted on 6 July 2010.

Revision 5 to this report added all the other variants and model years of the 210 Series not previously included. This was at the request of the type certificate holder, who has provided access to all technical publications.

MODEL HISTORY:

The 210 was originally developed as a retractable-gear version of the 182 and introduced in 1960 with a 260 hp engine and gross weight of 2900 lb. Weight and power was gradually increased over successive model developments and the first turbocharged version was the 1966 T210F. A major redesign occurred with the 1966 210G which had an all-new cantilever wing and MTOW increased to 3400 lb. Engine power was increased to 300 hp with the 210K model and a pressurised version became available in the 1978 210N series with gross weight up to 4000 lb. The final model was the 210R series with a new horizontal tail and other further refinements, with MTOW up to 4100 lb.

The first pressurised version in 1978 was the P210N, which was based on the then-current Cessna Model T210M. It incorporated the pressurisation system from the P337, with major structural and incidental changes to support the 3.5 psi cabin pressure differential. An extended rear baggage compartment of 200 lb. capacity was fitted, and gross weight was increased to 4000 lb.

Also on the type certificate is the (Commercial) Model 205. This was developed from the Model 210, effectively by removing the landing gear hump and fitting a fixed undercarriage to create a cabin capable of seating six. There were changes to the crew and passenger door arrangement. The model was officially designated as a Model 210-5. The first Model 205 in NZ was s/n 205-0134 registered ZK-CEZ in April 1963.

The first example of the Cessna 210 Series in New Zealand was a 210N serial number 210-63347 registered ZK-TWA in May 1979, while the first turbocharged example was a T210L serial number 210-60126 registered ZK-DPB in February 1974.

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 3A21

FAA Type Certificate Data Sheet no. 3A21 at Revision 49 dated July 29, 2015

- Model 210 approved April 20, 1959
- Model 210A approved June 14, 1960
- Model 210B approved June 27, 1961
- Models 210C and 210-5 approved June 14, 1962
- Models 210D and 210-5A approved July 19, 1963
- Model 210E approved September 17, 1964
- Models 210F and T210F approved August 3, 1965
- Models 210G and T210G approved August 23, 1966
- Models 210H and T210H approved August 16, 1967
- Models 210J and T210J approved July 17, 1968
- Models 210K and T210K approved September 26, 1969
- Models 210L and T210L approved October 7, 1971
- Models 210M and T210M approved October 7, 1976
- Model P210N approved August 10, 1977
- Models 210N and T210N approved October 19, 1978
- Model P210R approved September 24, 1984
- Model T210R approved December 4, 1984
- Model 210R approved December 20, 1984

(2) Airworthiness design requirements:

(i) *Airworthiness Design Standards:*

The certification basis of the Cessna 210 Series is Part 3 of the Civil Air Regulations effective May 15, 1956 with no amendments. For the 210B and later Series paragraph CAR 3.112 was updated to October 1, 1959. For the pressurised P210N and P210R models and the T210R some paragraphs of FAR 23 at various amendments were added, as listed in the TCDS.

This is an acceptable certification basis in accordance with NZCAR Part 21B Para §21.41 and Advisory Circular 21-1A, because CAR 3 is the predecessor of FAR Part 23, which is the basic standard for Normal 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.

(ii) *Special Conditions:*

Nil.

(iii) *Equivalent Level of Safety Findings:*

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.

(iv) *Airworthiness Limitations:*

TCDS Note 5 gives retirement life of 13,000 hours for windshield, rear cabin top and side windows and ice detector light lens on P210N and P210R models.

(3) Aircraft Noise and Engine Emission Standards:

(i) *Environmental Standard:*

The Models 210M/T210M/210N/210R have been certificated under FAR Part 36 including Amendments 36-1 through 36-4, through 36-6 for the P210N and P210R, through 36-9 for the T210N and through 36-12 for the T210R.

(ii) *Compliance Listing:*

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

Model:	MTOW:	Engine:	Propeller:	RPM:	Noise Levels	
					MdbA	CdbA
210M	3800	IO-520-L-3A	D3A34C404	2700	79.6	79.9
210N	3800	IO-520-L-3A	D3A34C404	2700	79.6	79.6
210R	3850	IO-520-L	D3A34C404	2700	79.6	79.0
P210N	4000	TSIO-520-P	D3A34C402	2600	77.1	78.0
P210R	4100	TSIO-520-CE	D3A36C410	2700	80.2	79.4
T210M	3800	TSIO-520-H-4A	D3A34C402	2600	77.4	75.8
T210N	4000	TSIO-520-R	D3A34C402	2600	77.4	77.4
T210R	4100	TSIO-520-CE	D3A36C410	2700	80.2	79.4

(4) Certification Compliance Listing:

Report DM-210-0 Model 210 – Type Inspection Report – Original Certification
 Cessna Report 7100 – Model 210 – Basic Data
 Cessna Report 7101 – Model 210 – Wing Analysis
 Cessna Report 7102 – Model 210 – Fuselage Analysis
 Cessna Report 7103 – Model 210 – Horizontal Tail Analysis
 Cessna Report 7104 – Model 210 – Vertical Tail Analysis
 Cessna Report 7105 – Model 210 – Aileron Analysis
 Cessna Report 7106 – Model 210 – Flap Analysis
 Cessna Report 7107 – Model 210 – Landing Gear Analysis
 Cessna Report 7108 – Model 210 – Engine Mount Analysis
 Cessna Report 7109 – Model 210 – Control System Analysis
 Cessna Report 7111-1/2 – Model 210 – Wing Test Proposal/Results
 Cessna Report 7112-1/2 – Model 210 – Fuselage Test Proposal/Results
 Cessna Report 7113-1/2 – Model 210 – Horizontal Tail Test Proposal/Results
 Cessna Report 7114-1/2 – Model 210 – Vertical Tail Test Proposal/Results
 Cessna Report 7117-1/2 – Model 210 – Landing Gear Test Proposal/Results
 Cessna Report 7118-1/2 – Model 210 – Engine Mount Test Proposal/Results
 Cessna Report 7119-1/2 – Model 210 – Control System Test Proposal/Results
 Cessna Report 7124-1/2 – Model 210 – Ground Vibration Test Proposal/Results
 Cessna Report 7125-1/2 – Model 210 – Flutter Analysis Test Proposal/Results
 Cessna Report 7127-1/2 – Model 210 – Retraction System Test Proposal/Results
 Cessna Report 7128-1/2 – Model 210 – Windshield Test Proposal/Results

Cessna Report S-210G-1 – Wing Analysis
 Cessna Report S-210G-2 – Fuselage Analysis
 Cessna Report S-210G-3 – Horizontal Tail Analysis
 Cessna Report S-210G-4 – Vertical Tail Analysis
 Cessna Report S-210G-5 – Aileron Analysis
 Cessna Report S-210G-6 – Flap Analysis
 Cessna Report S-210G-7 – Landing gear Analysis
 Cessna Report S-210G-9 – Control System Analysis

Report S-210M-33(77) Substantiation, Critical Loads & Structural Materials
 Summary, Models 210M and T210M.

Delegation Option Manufacturer Flight Test Report Number DM-210M-0 1977
 Model Changes, Model 210M.

Delegation Option Manufacturer Flight Test Report Number DM-T210M-0 1977
 Model Changes, Model T210M.

Delegation Option Manufacturer Flight Test Report Number DM-210M-0 Add #1
 1978 Model Changes, Model 210M.

Delegation Option Manufacturer Flight Test Report Number DM-T210M-0 Add #
 1 1978 Model Changes, Model T210M.

Delegation Option Manufacturer Flight Test Report Number DM-P210N-0 – New
 (1978) Model Certification – dated 5 August 1977

DM-P210N-0 Addendum #1 – 1979 Model Changes – dated Sept. 15, 1978

DM-P210N-0 Addendum #2 – 1980 Model Changes – dated August 27, 1979

DM-P210N-0 Addendum #7 – 1982 Model Changes – dated October 28, 1981

DM-P210N-0 Addendum #9 – 1983 Model Changes – dated August 27, 1982

Report S-P210N-33 Substantiation, Critical Loads & Structural Materials
 Summary, Model P210N

Report DM-T210R-0 – Certification of 1985 Model T210R (Original Certification)
 Report S-T210R-33 Substantiation, Critical Loads & Structural Materials
 Summary, Model T210R

(5) Flight manual:

CAA AIR Number:	Cessna Publication:	Title:
AIR 3752	D153-13	Model 205 (1963) Owner's Manual
AIR 2514	D220-13	Model 205A (1964) Owner's Manual
AIR 2536	P190A-13	Model 210 (1960) Owner's Manual
AIR 3753	P232-13	Model 210A (1961) Owner's Manual
AIR 3754	D131-13	Model 210B (1962) Owner's Manual
AIR 3755	D162-13	Model 210C (1963) Owner's Manual
AIR 3756	D221-13	Model 210D (1964) Owner's Manual
AIR 3757	D287-13	Model 210E (1965) Owner's Manual
AIR 3758	D363-13	Model 210F (1966) Owner's Manual
AIR 3137	D442-13	Model 210G (1967) Owner's Manual
AIR 3759	D551-13	Model 210H (1968) Owner's Manual
AIR 3760	D653-13	Model 210J (1969) Owner's Manual

AIR 3761	D757-13	Model 210K (1970) Owner's Manual
AIR 3762	D856-13	Model 210K (1971) Owner's Manual
AIR 3763	D907-13	Model 210L (1972) Owner's Manual
AIR 2269	D1006-13	Model 210L (1973) Owner's Manual
AIR 2305	D1028-13	Model 210L (1974) Owner's Manual
AIR 3764	D1048-13	Model 210L (1975) Owner's Manual
AIR 3765	D1069-13	Model 210L (1976) Pilot's Operating Handbook
AIR 3766	D1094-13	Model 210M (1977) Pilot's Operating Handbook
AIR 2483	D1122-13	Model 210M (1978) Pilot's Operating Handbook
AIR 2100	D1151-13PH	Model 210N (1979) Pilot's Operating Handbook
AIR 2679	D1186-13PH	Model 210N (1980) Pilot's Operating Handbook
AIR 3767	D1207-13PH	Model 210N (1981) Pilot's Operating Handbook
AIR 3768	D1226-13PH	Model 210N (1982) Pilot's Operating Handbook
AIR 3769	D1244-13PH	Model 210N (1983) Pilot's Operating Handbook
AIR 3770	D1265-13PH	Model 210N (1984) Pilot's Operating Handbook
AIR 2923	D1288-13PH	Model 210R (1985) Pilot's Operating Handbook
AIR 3771	D1304-13PH	Model 210R (1986) Pilot's Operating Handbook
AIR 3772	D364-13	Model T210F (1966) Owner's Manual
AIR 3773	D443-13	Model T210G (1967) Owner's Manual
AIR 3774	D552-13	Model T210H (1968) Owner's Manual
AIR 3775	D659-13	Model T210J (1969) Owner's Manual
AIR 3776	D758-13	Model T210K (1970) Owner's Manual
AIR 3777	D858-13	Model T210K (1971) Owner's Manual
AIR 3778	D908-13	Model T210L (1972) Owner's Manual
AIR 3779	D1007-13	Model T210L (1973) Owner's Manual
AIR 3780	D1029-13	Model T210L (1974) Owner's Manual
AIR 3781	D1049-13	Model T210L (1975) Owner's Manual
AIR 3782	D1070-13	Model T210L (1976) Pilot's Operating Handbook
AIR 3072	D1095-13	Model T210M (1977) Pilot's Operating Handbook
AIR 3073	D1123-13	Model T210M (1978) Pilot's Operating Handbook
AIR 2513	D1152-13PH	Model T210N (1979) Pilot's Operating Handbook
AIR 2115	D1187-13PH	Model T210N (1980) Pilot's Operating Handbook
AIR 3783	D1208-13PH	Model T210N (1981) Pilot's Operating Handbook
AIR 3784	D1227-13PH	Model T210N (1982) Pilot's Operating Handbook
AIR 3785	D1245-13PH	Model T210N (1983) Pilot's Operating Handbook
AIR 3786	D1266-13PH	Model T210N (1984) Pilot's Operating Handbook
AIR 2565	D1289-13PH	Model T210R (1985) Pilot's Operating Handbook
AIR 3787	D1305-13PH	Model T210R (1986) Pilot's Operating Handbook
AIR 3788	D1124-13	Model P210N (1978) Pilot's Operating Handbook
AIR 3789	D1153-13PH	Model P210N (1979) Pilot's Operating Handbook
AIR 3092	D1188-13PH	Model P210N (1980) Pilot's Operating Handbook
AIR 2867	D1209-13PH	Model P210N (1981) Pilot's Operating Handbook
AIR 3790	D1228-13PH	Model P210N (1982) Pilot's Operating Handbook
AIR 3791	D1246-13PH	Model P210N (1983) Pilot's Operating Handbook
AIR 3792	D1290-13PH	Model P210R (1985) Pilot's Operating Handbook
AIR 3793	D1306-13PH	Model P210R (1986) Pilot's Operating Handbook

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

(i) *Maintenance Manual:*

Cessna 200 Series (1960-65) Service Manual – Publication D470-13
Cessna 200 Series (1966-68) Service Manual – Publication D606-13
Cessna 210 Series (1969) Service Manual – Publication D693-13
Cessna 210 Series (1970-1976) Service Manual – Publication D2004-13
Cessna 210 Series (1977-1984) Service Manual – Publication D2057-13
Cessna 210/T210 (1985-1986) Service Manual – Publication D2073-13

Cessna P210 (1978-1983) Service Manual – Publication D2058-13
Cessna P210 (1985-1986) Service Manual – Publication D2074-13

(ii) *Current service Information:*

Service Bulletins

(iii) *Illustrated Parts Catalogue:*

Cessna 205 (1963-1964) Parts Catalog – Publication P332-12

Cessna 210 (1960-1961) Parts Catalog – Publication P255-12
Cessna 210 (1962-1966) Parts Catalog – Publication P326-12
Cessna 210/T210 (1967-1969) Parts Catalog – Publication P439-12
Cessna 210/T210 (1970-1980) Parts Catalog – Publication P637-12
Cessna 210/T210 (1981-1986) Parts Catalog – Publication P704-12
Cessna P210 (1978-1986) Parts Catalog – Publication P697-12

(7) Agreement from manufacturer to supply updates of data in (4), (5) and (6):

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

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	Shoulder Harness if Aerobatic; >10 pax; Flight Training	<i>To be determined on an individual aircraft basis</i>
91.507	Pax Information Signs - Smoking, safety belts fastened	Not Applicable – Less than ten 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 – No mach limitations CAR §3.655(a)(2) – * CAR §3.655(a)(3) – * CAR §3.655(b)(1)(i) – * CAR §3.655(b)(1)(iv) – * 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)(v) – * CAR §3.655(b)(2)(iii) – * Fitted as Standard – * CAR §3.359 – * CAR §3.687 – *
91.511 Night	(1) Turn and Slip (2) Position Lights	<i>Operational requirement – Compliance as applicable</i>
		(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>
		(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 Pilot's Operating Handbook Section 7 – Airplane & Systems Descriptions or equivalent in the Owners Manual	
91.519	IFR Communication and Navigation Equipment	<i>Operational requirement – Compliance as applicable</i> (See POH Section 9 Supplements for optional avionics)
91.523 Emrgcy Eqpmt.	(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 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 Equipment for Unpressurised Aircraft	<i>Operational requirement – Compliance as applicable</i>
91.535	Oxygen for Pressurized 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 1201 (4) Spare Oxygen Masks/PBE (5) Min Quantity Supplemental Oxygen (6) Required Supplemental/Therapeutic Oxygen Above FL250 - Quick-Donning Crew On-Demand Mask	(P210 Only) Factory supplemental oxygen system comprises two solid chemical oxygen generators of 15 minute capacity each. Six disposable partial rebreathing type masks are provided in the overhead console, and incorporate flow indicators in the line. The system is designed to comply with FAR §23.1443. N/A – Maximum operating altitude is 23,000 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 – Reciprocating engine
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 (Powerplant and Propeller)	Has all instruments required by FAR §23.1305
135.359	Night Flight	Landing Light and Cabin Light fitted as standard
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 T210R serial no.21064918 ZK-TRC
 Photographs first-of-type example P210N serial no.P21000718 ZK-SCH
 Photographs first-of-type example 210R serial no.21064923 ZK-KWI
 Three-view drawings Cessna Model 210 Series (various)
 Copy of FAA Type Certificate Data Sheet Number 3A21

Sign off

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 David Gill
 Team Leader Airworthiness

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 Checked – Jason Ashworth
 Team Leader Product Certification

Appendix 1

List of Type Accepted Variants:

<i>Model:</i>	<i>Applicant:</i>	<i>CAA Work Request:</i>	<i>Date Granted:</i>
210-5A (205)	Advisory Circular 21-1.2/NZCAR Part 21 Appendix A(c)		
210L	Advisory Circular 21-1.2/NZCAR Part 21 Appendix A(c)		
210M	Advisory Circular 21-1.2/NZCAR Part 21 Appendix A(c)		
210N	Advisory Circular 21-1.2/NZCAR Part 21 Appendix A(c)		
T210N	Advisory Circular 21-1.2/NZCAR Part 21 Appendix A(c)		
210	C H Mellsop	95/02	1 August 1995
T210R (1985)	TRC Toyota	96/07	11 July 1996
P210N (1981)	Aviation technology Limited	4/21B/25	3 June 2004
210R (1985)	Flightline Aviation Limited	5/21B/35	14 July 2005
T210M	Paul Muller Aircraft Limited	9/21B/8	12 November 2008
P210N (1980)	Air West Coast Limited	10/21B/1	17 July 2009
210G	Dreamcraft Aviation Limited	10/21B/27	6 July 2010
All other variants	Textron Aviation Inc.	18/21B/15	25 January 2019