
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Cessna 560 (Citation V) Series Aeroplanes**AD/CESSNA 560/10****Angle of Attack System****3/2009**

Applicability: Model 560 aeroplanes, serial numbers (S/Ns) 560-0001 through -0538 inclusive.

Requirement: 1. If not previously accomplished in accordance with the optional terminating action of AD/CESSNA 560/9 (FAA AD 2007-23-13), carry out a functional test of the angle-of-attack (AOA) system and adjust the calibration settings of the AOA system as applicable, in accordance with Cessna Alert Service Letter ASL560-34-34 (for aeroplanes equipped with a single AOA system) or ASL560-34-35 (for aeroplanes equipped with a dual AOA system), both Revision 3, both dated 6 March 2008, both including attachments, as applicable.

Note 1: Maintenance Manual Revision 24 of Cessna 560 Maintenance Manual 56MM has been changed to reflect the intent of the ASLs for the maintenance actions and periodic inspections of the AOA/Stall Warning System.

2. If not previously accomplished following completion of the optional terminating action of AD/CESSNA 560/9 (FAA AD 2007-23-13), submit the AOA system test data report for the functional test specified in Requirement 1 to:

Glenn Todd
Citation Customer Support Engineer
Department 572
P.O. Box 7706
Wichita, KS 67277-7706
e-mail: gatodd@cessna.texttron.com
fax +1-316-517- 8500 or +1-316-206-2337.

The report must include the AOA test data, the aeroplane serial number and registration number together with the number of landings and flight hours on the aeroplane.

Accomplishing the functional test of the AOA system, adjusting the calibration settings of the AOA system as applicable and submitting the AOA system test data as specified in this Directive, terminates the requirement for the placard installation required by AD/CESSNA 560/9 (FAA AD 2007-23-13).

Cessna 560 (Citation V) Series Aeroplanes

AD/CESSNA 560/10 (continued)

Actions accomplished before the effective date of this Directive in accordance with ASL560-34-34 or ASL560- 34-35, Revision 1 or Revision 2, dated 2 October 2007 and 11 January 2008 respectively, both including attachments, are considered acceptable for compliance with the corresponding action specified in this Directive.

3. For aeroplanes on which the Requirement 1 actions have been completed, revise the Limitations Section of the Aircraft Flight Manual (AFM) by removing the following warning statement:

“Warning: Stick Shaker May Not Activate Prior to Buffet/Roll-Off If
Airspeed Is Reduced Below the Appropriate Minimum Speed.”

Later revisions of the above ASLs, approved by the FAA as an Alternate Method of Compliance (AMOC) to FAA AD 2008-26-04, are considered acceptable for compliance with the equivalent Requirements of this Directive.

Note 2: FAA AD 2008-26-04 Amdt 39-15770 refers.

Compliance: For Requirement 1 - Within six months after the effective date of this Directive.

For Requirement 2 - Within 30 days after doing the functional test.

For Requirement 3 - Within 30 days after completing the Requirement 1 actions or within 30 days after the effective date of this Directive, whichever occurs later.

This Airworthiness Directive becomes effective on 12 March 2009.

Background: This Directive supersedes AD/CESSNA 560/9 which will be cancelled six months after the effective date of this Directive.

AD/CESSNA 560/9 mandated the technical requirements of FAA AD 2007-23-13 which required temporary changes to the AFM and installation of a warning placard. The FAA AD also contained an optional terminating action.

This Directive whilst mandating the terminating action allows accomplishment in accordance with earlier versions of the applicable AWLs and submittal of reports if completed prior to the effective date of this Directive. The Directive also requires amendment of the AFM.



James Coyne
Delegate of the Civil Aviation Safety Authority

27 January 2009