

Cessna Citation II Model Guide

The Cessna Citation II is a turbofan business jet built from 1978 to 1994, seating 6 to 10. Registry data for the wider 550 family shows up to 2300 nm range, 403 kt cruise, a 45000 ft ceiling and up to 12 passengers. Those are family maximums, not figures for any one aircraft.

KEY TAKEAWAYS

- Built 1978-1994 as a jet with 6 to 10 seats; the 525, 525A and 525B variants appear in maintenance training.
- Family-level maximums: 2300 nm range, 403 kt cruise, 45000 ft ceiling. Confirm figures for the specific aircraft.
- Check that the icing airworthiness directive is incorporated in the Aircraft Flight Manual.
- Older Honeywell Primus II radio fits need an adapter such as the Shadin AMC to add an ADS-B compatible transponder.

ICING DIRECTIVE

The CASA directive for the 550 (Citation II) series, effective 13 July 2000, applies to aircraft with pneumatic deicer boots. It adds severe-icing warnings to the Aircraft Flight Manual. It bars autopilot use when severe icing cues are present. At night, all wing icing inspection lights must work before flight into known or forecast icing.

AVIONICS AND ADS-B

The Shadin ARINC-Manchester Converter is for aircraft with a Honeywell Primus II Remote Radio System. It controls an ADS-B compatible transponder in place of the XS-850 module in the RCZ-850. One unit is fitted per side. It weighs 0.9 pounds. The installation needs separate approval. Ask for the approval paperwork on any aircraft with this fit.

MAINTENANCE SUPPORT

CAE offers maintenance training for the Citation II (525/525A/525B). It has a 60-hour, 10-day initial course and 30-hour, 5-day familiarization, line and REALcase update courses. They cover systems such as fuel, hydraulics, landing gear, ice and rain, and power plant. Ask whether the maintenance shop has this type training.

SAFETY NOTES

- Severe icing can exceed the ice protection system and may not shed. If cues appear, request priority handling from ATC to change route or altitude.
- Do not engage the autopilot in severe icing cues. If it was engaged, hold the control wheel firmly and disengage it.
- Do not extend flaps when holding in icing conditions. If flaps are already extended, do not retract them until the airframe is clear of ice.