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Flight Standardization Board (FSB) Report

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Cessna Aircraft Company
Model 525, 525A, 525B, 525C

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REVISION RECORD

Revision	Sections	Date	Chairman
Original		December, 1992	Doug Edwards
Revision 1		04/15/1996	Doug Edwards
Revision 2		12/21/2006	Doug Edwards
Revision 3		04/09/2007	Doug Edwards
Revision 4		12/02/2011	Jeff Spangler

LOG OF REVISIONS

Revision	Date	SUMMARY
0	December, 1992	Original
1	4/15/1996	This revision revised the Specifications for Checking section to delete the requirement to check applicants for both the CE-525 and CE-525S type ratings in both precision and nonprecision approaches with a failure of the SPZ-5000 Integrated Flight Guidance System. This section was revised to require only one instrument approach, preferably a precision approach, with a simulated failure of the IFGS and that this requirement be mandatory only for applicants for the CE-525S type rating.
2	12/21/2006	This revision consolidates all models of the CE-525 currently type certificated.
3	4/09/2007	Revises MDR tables and EFB currency.
4	12/02/2011	Revised MDR and ODR tables. Added 525C to report. Added 525 with G1000 STC SA01594WI-D to report. Revised and included IFIS 5000 report for 525, 525A, and 525B, which was previously a separate report. Removed outdated operating rule compliance checklist for 525B.

PURPOSE AND APPLICABILITY

This report specifies training, checking and currency requirements applicable to flight crews operating the Cessna Aircraft Company 525, 525A, 525B, and 525C aircraft. This report also provides guidance to operators who will be operating the aircraft under Title 14 CFR Part 91, Subpart K of Part 91, and Part 135.

The guidelines in this report apply to: FAA Operations Inspectors, FAA Principal Operations Inspectors (POI), FAA Training Center Program Managers (TCPM), and FAA Aircrew Program Managers. This report also applies to 14 CFR 135 Air Carrier Check Airmen and Instructors, Airline Transport Pilots instructing in air transportation service, Certificated Flight Instructors, Designated Pilot Examiners, Aircrew Program Designees, Training Center Evaluators, and 14 CFR Part 61, 135, 141, and 142 training providers.

This FSB Report has been written in accordance with the requirements of Advisory Circular (AC) 120-53A. The contents of this FSB Report are applicable on the effective date of its final approval and will remain effective unless amended, superseded, or withdrawn by subsequent FSB determinations. Previous 525, 525A, 525B reports are superseded by this report.

Provisions of the report include:

- Assigning the same CE-525 (Second In Command Required), and CE-525S pilot type rating for the Cessna 525, 525A, 525B, and 525C,
- Setting Master Difference Requirements,
- Providing examples of "Operator Difference Requirements (ODR)" Tables acceptable to the FAA,
- Setting checking and currency standards including specification of particular check items that must be administered by FAA or qualified training establishments, and
- Providing information to FAA Field Offices regarding Cessna 525C compliance with 14 CFR requirements.

This report also provides:

Information which is advisory in nature, but may be mandatory (under 14 CFR part 135 operations specifications for particular operators) if the designated configurations apply and if approved for that operator.

ACRONYMS

Relevant acronyms used in this FSB Report are defined as follows:

14 CFR	Title 14, Code of Federal Regulations
AC	Advisory Circular
AEG	Aircraft Evaluation Group
AFM	Airplane Flight Manual
CAS	Crew Alerting System
CHDO	Certificate Holding District Office
EFIS	Electronic Flight Information System
FAA	Federal Aviation Administration
FADEC	Full Authority Digital Engine Controller
FMS	Flight Management System
FSB	Flight Standardization Board
FTD	Flight Training Device
IFIS	Integrated Flight Information System
LED	Light Emitting Diode
LRU	Line Replaceable Unit
MDR	Master Difference Requirements
MFD	Multifunction Display
MKC-AEG	Kansas City Aircraft Evaluation Group
ODR	Operator Difference Requirements
POI	Principal Operations Inspector

Terminology

The term "must" is used in this report and may be used in certain MDR footnotes even though it is recognized that this FSB report, and Advisory Circular AC 120-53A on which it is based, provides one acceptable means, but not necessarily the only means of compliance with 14 CFR 61/135 requirements. This terminology acknowledges the need for operators to fully comply with this FSB report MDR and ODR provisions if this method is to be used by the operator as the means of complying with 14 CFR 135. Operators who choose this method must comply with each applicable MDR provision including the footnotes.

PILOT TYPE RATING DETERMINATION

In accordance with 14 CFR Parts 1 and 61, the pilot type rating for Cessna Models 525, 525A, 525B, 525C, and Cessna 525 aircraft modified with G1000 STC SA01594WI-D, are designated as CE-525S and CE-525 (SIC Required).

An applicant who satisfactorily accomplishes the practical test in a Cessna 525 as a single pilot will receive a CE-525S pilot type rating. An applicant who satisfactorily accomplishes the practical test in a Cessna 525 where an SIC crewmember was used will receive a CE-525 pilot type rating with a limitation of Second-in-Command Required.

The Second-In-Command Pilot Type Rating (CE-525 SIC PRIVILEGES ONLY) may be issued in accordance with 14 CFR Part 61.55.

MASTER DIFFERENCE REQUIREMENTS

MDRs are requirements applicable to crew qualification, which pertain to differences between variants of the same or related type and are listed in Appendix 1.

MDR requirements apply when differences between related aircraft affect flight crew knowledge, skills, or abilities related to flight safety. These differences are expressed in Difference Levels A through E as defined in AC 120-53A.

OPERATOR DIFFERENCE REQUIREMENTS

ODR tables are developed by each individual 14 CFR 135 operator, and are for when differences exist between aircraft, which affect crew qualification.

The provided tables are examples and may not include items that are applicable to particular operators.

The example ODR tables in this report are not the only acceptable means of compliance. Operators, who wish to establish a different means of compliance, must request FAA approval through their assigned POI for ODR tables unique to their fleet. The POI should coordinate this action with the FSB chairman and AFS-200.

Sample ODR tables are provided are included in Appendix 2.

FSB SPECIFICATIONS FOR TRAINING

Airmen Experience

The provisions of this section apply to programs for experienced airmen (e.g. airmen who have previous turbine powered aircraft experience in 14 CFR 91/135 operations, military, commuter or corporate pilots with turbine powered aircraft experience, etc.). For airmen not having such experience, additional requirements may be necessary as determined by the POI, FSB, and AFS-200.

FSB SPECIFICATIONS FOR CHECKING

Checking Requirements

All checking requirements (61.58, 61.63, 61.157, 135.293, and 135.297) should be administered in accordance with the FAA Airline Transport Pilot and Aircraft Type Rating Practical Test Standards, document number FAA-S-8081-5F, as amended.

FSB SPECIFICATIONS FOR CURRENCY

When MDR/ODR specifies Level B Currency, currency is maintained by operating the variant aircraft within the previous 180 days. Currency may be reestablished by a proficiency check in the variant aircraft or by completing applicable differences training requirements for the variant airplane.

When MDR/ODR specifies Level C Currency, currency is maintained by operating the variant aircraft through a complete flight cycle including an instrument approach procedure within the previous 90 days. Currency may be reestablished by completing a Line Check with a Line Check Airman, completion on a proficiency check in the variant aircraft or compliance with 14 CFR 61.57(c) or (d) recent flight experience requirements in the variant airplane

When MDR/ODR specifies Level D Currency, currency is maintained by operating the variant aircraft through 3 complete flight cycles (takeoff, departure, arrival, approach and landing) within the previous 90 days. Currency may be reestablished by completing a Line Check, completion on a Proficiency Check in the variant aircraft or compliance with 14 CFR 61.57(c) or (d) recent flight experience requirements in the variant airplane.

Recent Flight Experience

Takeoffs and landings performed in one CE-525 type aircraft may be credited interchangeably between Cessna 525, 525A, 525B, and 525C, for meeting the requirements of 14 CFR 135.247 and 14 CFR 61.57.

FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

Device and Simulator Characteristics

When variants are flown in mixed fleets, the combination of simulators and devices used to satisfy MDR and ODR provisions should address specific variants flown by that operator. The acceptability of differences between devices, simulators and aircraft operated should be addressed by the POI. Device and simulator characteristics are designated in AC 120-40 and 120-45 (as amended) or 14 CFR Part 60. The acceptability of differences between devices, simulators, and aircraft must be determined for each approved training program.

Device Approval

Requests for device approval should be made through local CHDO to the National Simulator Program (NSP). NSP criteria for flight devices and simulators are acceptable as published.

REGULATORY COMPLIANCE CHECKLIST

Regulatory Compliance checklist is provided as an aid to FAA Certificate Holding District Offices (CHDOs) in identifying those specific rules or policies for which compliance has already been demonstrated to FAA for a particular aircraft type, variant or variant group. The checklist also notes rules or policies which remain to be demonstrated to CHDOs by operators.

Regulatory compliance checklist for Cessna 525C aircraft is located in appendix 5.

OPERATIONAL APPROVAL INFORMATION

Operational approval information is provided as an aid to FAA Certificate Holding District Offices (CHDOs) for identifying specific regulatory compliance.

Emergency Exits

Cessna 525, 525A, 525B, and 525C aircraft are required to be equipped with a water barrier per an equivalent level of safety. Passenger briefing and passenger briefing cards must include instructions on water barrier location and use. The water barrier is required in lieu of meeting the ditching emergency exits for passengers required by 14 CFR Part 23.807. Flight crews must receive training on water barrier procedures as required by 14 CFR 135.331.

Emergency Evacuation

14 CFR Part 135 operators must meet the requirements of 14 CFR 135.123.

Ditching Demonstration

While no specific requirement for a ditching demonstration exists under Parts 91/135, operators/crewmembers must comply with the requirements of 14 CFR 135.331, and must be familiar with the general handling characteristics and procedures outlined in the aircraft flight manual.

Passenger briefing cards

The CHDO will need to verify passenger briefing cards meet requirements of 135.117, and match the interior configuration and emergency equipment installed.

Forward Observer Seat

Cessna 525, 525A, 525B, and 525C aircraft are not normally equipped with a dedicated forward observer seat.

The FSB evaluated two Cessna 525C seating configurations to determine availability of a forward passenger seat for use during en route inspections as indicated in 14 CFR 135.75 (b). The seating configurations available from Cessna at the time of the evaluation are contained in Cessna 525C AFM weight and balance section VI, and are labeled “Center Club with Single Side Facing Seat”, and “Center Club with Side Facing Couch”. The specific seats evaluated were the single side facing seat in the “Center Club with Single Side Facing Seat” configuration and the forward seat in the side facing couch in the “Center Club with Side Facing Couch” configuration. The view of the flight deck and pilot operation of the aircraft was adequate from the seats evaluated. Since the aircraft interior configurations are sometimes modified, and more configurations could become available, the final determination of suitability remains with inspector conducting the en route inspection. The FSB did not evaluate use of a headset or speakers for en route inspection suitability, in Cessna 525C aircraft.

The FSB has not evaluated forward passenger seats for conducting en route inspections in Cessna 525, 525A, or 525B aircraft.

Proving Flights

Proving Tests to comply with 14 CFR 135.145 should be conducted in accordance with FAA Order 8900.10.

ALTERNATE MEANS OF COMPLIANCE

Alternate means of compliance to the provisions of this report, must be approved by MKC-AEG. If alternate compliance is sought, operators will be required to establish that any proposed alternate means provides an equivalent level of safety to the provisions of this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

In the event alternate compliance is sought, training program hour reductions, simulator approvals, and device approvals may be significantly limited and reporting requirements may be increased to assure equivalent safety. The FSB will generally not consider relief through alternate compliance means, unless sufficient lead time has been planned by an operator to allow for any necessary testing and evaluation.

In the event of clearly unforeseen circumstances in which it is not possible for an operator to comply with report provisions, the operator may seek an interim equivalent program rather than a permanent alternate compliance method. Financial arrangements, schedule adjustment, and other such reasons are not considered “unforeseen circumstances” for the purposes of this provision.

Appendix 1

MDR Table

Master Differences Requirements (MDR) Table								
AIRPLANE TYPE RATING: CE-525, CE-525S		FROM AIRPLANE						
		CE-525 (CJ)	CE-525 (CJ1)	CE-525A (CJ2)	CE-525B (CJ3)	CE-525 (CJ1+)	CE-525A (CJ2+)	CE-525C (CJ4)
TO AIRPLANE	CE-525(CJ)	A/A/B*	D/D/B	D/D/B	D/D/B	D/D/B	D/D/B	D/D/D
	CE-525(CJ1)	D/D/B	A/A/B*	D/D/B	D/D/B	C/C/C	D/D/B	D/D/C
	CE-525A(CJ2)	D/D/B	D/D/B	A/A/B*	D/C/C	D/D/B	C/C/B	D/D/C
	CE-525B(CJ3)	D/D/B	D/D/B	C/C/C	A/A/B*	D/D/B	C/C/C	D/D/C
	CE-525(CJ1+)	D/D/B	C/C/B	D/D/B	D/D/B	A/A/B*	D/D/B	D/D/C
	CE-525(CJ2+)	D/D/B	D/D/B	C/C/B	C/C/C	D/D/B	A/A/B*	D/D/C
	CE-525C(CJ4)	D/D/D	D/D/C	D/D/C	D/D/C	D/D/C	D/D/C	A/A/B*
	525 With G1000 STC SA01594WI-D	D/D/C	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated

* For aircraft equipped with different FMS or Long Range Navigation units, difference level requirements for FMS or Long Range Navigation units are C/B/C. A/A/B difference level requirements are to accommodate optional equipment and/or minor aircraft modifications.

APPENDIX 2
SAMPLE OPERATOR DIFFERENCE REQUIREMENTS TABLES

Definitions used in the ODR Tables:
X = Training appropriate for the level FTD 2-5 = Flight training devices (level 2-5) FTD 6 = Flight training devices (level 6)

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525B (CJ3)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Weights	Maximum Takeoff Gross Weight increased to 16950 lbs.	None	None	X				A	B
Dimensions	Cabin Stretch in front of and behind the wing. New wing plan form Increased vertical and horizontal tail. Re-lofted crown and windshield Wider cabin door with new actuation	None	None		X			None	None
Engines	Williams FJ44-4A turbofans with 3621 pounds thrust per side	None	None		X			A	B
Speed	Increased Vmo/Mmo	None	No	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525B (CJ3)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – No ground flaps.	None	Yes				FTD 6	D/ FTD 6	C
Descent/ Emergency Descent	Modulated speed brake lever – No longer only two position speed brakes.	Yes	Yes				FTD 6	D/ FTD 6	C

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525B (CJ3)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls. Pressurization controller now integrated into MFD – landing elevation and cabin altitude display. Cabin door seal no longer inflatable. Manual pressurization system removed.	None	Yes			FTD 2-5		C	B
ATA 22 Auto Flight	Location of controls and pilot interface	None	Yes			FTD 2-5		C	B
ATA 23 Communications	Radio tuning through CDUs.	None	Yes			FTD 2-5		C	B
ATA 24 Electrical Power	Ammeters now integrated into MFD – Systems Display with new limits. (4) Power states; normal, converted bus, emergency bus and standby battery.	None	Yes			FTD 2-5		C	B
ATA 26 Fire Detection	Zonal bleed leak detection system. Single fire bottle for fire suppression	None	Yes			FTD 2-5		C	B
ATA 27 Flight Controls	Modulated speed brake/ground spoiler lever to select ground spoilers. Speed brakes are now modulated and not two position only. Variable rate primary trim system. New electric secondary trim. Aileron and rudder trim now electric. Flap and trim synoptic on MFD.	Yes	Yes				FTD 6	D/ FTD 6	C
ATA 28 Fuel System	Increased fuel capacity. Single point refueling.	None	Yes	X				A	B
ATA-29 Hydraulic Power	Full time 3000 psi system replaces 1500 psi open center system. Pressure indication added to Systems overlay page.	None	Yes			FTD 2-5		C	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525B (CJ3) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 30 Ice Protection	Electrically heated windshield, no windshield bleed air, or alcohol backup. New switchology for pitot-static heat and tail deice. No pylon anti ice. New anti-ice system check.	None	Yes			FTD 2-5		C	B
ATA 31 Indicating and Recording Systems	EICAS system instead of annunciator panel.	None	Yes			FTD 2-5		C	B
ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel.	None	Yes			FTD 2-5		C	B
ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights.	None	Yes	X		FTD 2-5		C	B
ATA 34 Navigation	No magnetic compass. TAWS controls integrated into PFDs, no longer separate switches. Navigation tuning through CDUs, no longer RTUs. Second MFD added. Single, centrally located Flight Guidance Panel.	None	Yes				FTD 6	D	B
ATA 35 Oxygen	Oxygen shutoff control added.	None	Yes		X			B	B
ATA 73 Engines	841 lb increase in thrust. RUN/STOP switches instead of throttle cutoff triggers. Increased Thrust to Weight Ratio,	Yes	Yes			FTD 2-5		C	B
ATA 76	Automatic Engine Sync	None	Yes			FTD 2-5		C	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525A (CJ2+) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Weights	Maximum Takeoff Gross Weight increased to 16950 lbs.	None	None	X				A	B
Dimensions	Cabin Stretch in front of and behind the wing. New wing plan form Increased vertical and horizontal tail. Re-lofted crown and windshield Wider cabin door with new actuation	None	None		X			None	None
Engines	Williams FJ44-4A turbofans with 3621 pounds thrust per side	None	None		X			A	B
Speed	Increased Vmo/Mmo	None	No	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525A (CJ2+) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – No ground flaps.	None	Yes				FTD 6	D/ FTD 6	C
Descent/ Emergency Descent	Modulated speed brake lever – No longer only two position speed brakes.	Yes	Yes				FTD 6	D/ FTD 6	C

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525A (CJ2+)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls. Pressurization controller now integrated into MFD – landing elevation and cabin altitude display. Cabin door seal no longer inflatable. Manual pressurization system removed.	None	Yes			FTD 2-5		C	B
ATA 22 Auto Flight	Location of controls and pilot interface	None	Yes			FTD 2-5		C	B
ATA 23 Communications	No Collins Radio Tuning Units (RTU), tuning through CDUs.	None	Yes			FTD 2-5		C	B
ATA 24 Electrical Power	Ammeters now integrated into MFD – Systems Display with new limits. (4) Power states; normal, converted bus, emergency bus and standby battery.	None	Yes			FTD 2-5		C	B
ATA 26 Fire Detection	Zonal bleed leak detection system. Single fire bottle for fire suppression. Added baggage smoke detection system	None	Yes			FTD 2-5		C	B
ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers. Speed brakes are now modulated and not two position only. Variable rate primary trim system. New electric secondary trim. Aileron and rudder trim now electric. Flap and trim synoptic on MFD.	Yes	Yes				FTD 6	D/ FTD 6	C
ATA 28 Fuel System	Increased fuel capacity. Single point refueling.	None	Yes	X				A	B
ATA-29 Hydraulic	Full time 3000 psi system replaces 1500 psi open center system.	None	Yes			FTD 2-5		C	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525A (CJ2+)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CUR R**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CUR R**
Power	Pressure indication added to Systems overlay page.								
ATA 30 Ice Protection	Windshield now multi-panel electrically heated, no longer bleed air, no alcohol, no separate defog. New switchology for pitot-static heat and tail deice. No pylon anti ice. New anti-ice system check.	None	Yes			FTD 2-5		C	B
ATA 31 Indicating and Recording Systems	EICAS system instead of annunciator panel.	None	Yes			FTD 2-5		C	B
ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel.	None	Yes			FTD 2-5		C	B
ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights.	None	Yes	X		FTD 2-5		C	B
ATA 34 Navigation	No magnetic compass. TAWS controls integrated into PFDs, no longer separate switches. Navigation tuning through CDUs, no longer RTUs. Second MFD added. Single, centrally located Flight Guidance Panel.	None	Yes				FTD 6	D	B
ATA 35 Oxygen	Oxygen shutoff control added.	None	Yes		X			B	B
ATA 73 Engines	1131 lb increase in thrust. RUN/STOP switches instead of throttle cutoff triggers. Increased Thrust to Weight Ratio,	Yes	Yes				FTD 6	D/ FTD 6	B
ATA 76	Automatic Engine Sync	None	Yes			FTD 2-5		C	A

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525 (CJ1+) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Weights	Maximum Takeoff Gross Weight increased to 16950 lbs.	None	None	X				A	B
Dimensions	Cabin Stretch in front of and behind the wing. New wing plan form Increased vertical and horizontal tail. Re-lofted crown and windshield Wider cabin door with new actuation	None	None		X			None	None
Engines	Williams FJ44-4A turbofans with 3621 pounds thrust per side	None	None		X			A	B
Speed	Increased Vmo/Mmo	None	No	X				A	B
Altitude	Increased maximum altitude	None	No	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525 (CJ1+) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – No ground flaps.	None	Yes				FTD 6	D/ FTD 6	C
Descent/ Emergency Descent	Modulated speed brake lever – No longer only two position speed brakes.	Yes	Yes				FTD 6	D/ FTD 6	C

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ1+)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CUR R**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CUR R**
ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls. Pressurization controller now integrated into MFD – landing elevation and cabin altitude display. Cabin door seal no longer inflatable. Manual pressurization system removed.	None	Yes			FTD 2-5		C	B
ATA 22 Auto Flight	Location of controls and pilot interface	None	Yes			FTD 2-5		C	B
ATA 23 Communications	No Collins Radio Tuning Units (RTU), tuning through CDUs.	None	Yes			FTD 2-5		C	B
ATA 24 Electrical Power	Ammeters now integrated into MFD – Systems Display with new limits. (4) Power states; normal, converted bus, emergency bus and standby battery.	None	Yes			FTD 2-5		C	B
ATA 26 Fire Detection	Zonal bleed leak detection system. Single fire bottle for fire suppression. Added baggage smoke detection system	None	Yes			FTD 2-5		C	B
ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers. Speed brakes are now modulated and not two position only. Variable rate primary trim system. New electric secondary trim. Aileron and rudder trim now electric. Flap and trim synoptic on MFD. Added rudder bias	Yes	Yes				FTD 6	D/ FTD 6	C
ATA 28 Fuel System	Increased fuel capacity. Single point refueling.	None	Yes	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ1+)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA-29 Hydraulic Power	Full time 3000 psi system replaces 1500 psi open center system. Pressure indication added to Systems overlay page.	None	Yes			FTD 2-5		C	B
ATA 30 Ice Protection	Windshield now multi-panel electrically heated, no longer bleed air, no alcohol, no separate defog. New switchology for pitot-static heat and tail deice. No pylon anti ice. New anti-ice system check.	None	Yes			FTD 2-5		C	B
ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel.	None	Yes			FTD 2-5		C	B
ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights.	None	Yes	X		FTD 2-5		C	B
ATA 34 Navigation	No magnetic compass. TAWS controls integrated into PFDs, no longer separate switches. Navigation tuning through CDUs, no longer RTUs. Second MFD added. Single, centrally located Flight Guidance Panel.	None	Yes				FTD 6	D	B
ATA 35 Oxygen	Oxygen shutoff control added.	None	Yes		X			B	B
ATA 73 Engines	1660 lb increase in thrust. RUN/STOP switches instead of throttle cutoff triggers. Increased Thrust to Weight Ratio,	Yes	Yes				FTD 6	D/ FTD 6	B
ATA 76	Automatic Engine Sync	None	Yes			FTD 2-5		C	A

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525A (CJ2) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Weights	Maximum Takeoff Gross Weight increased to 16950 lbs.	None	None	X				A	B
Dimensions	Cabin Stretch in front of and behind the wing. New wing plan form Increased vertical and horizontal tail. Re-lofted crown and windshield Wider cabin door with new actuation	None	None		X			None	None
Engines	FADEC controlled Williams FJ44-4A turbofans with 3621 pounds thrust per side	None	Yes		X			A	B
Speed	Increased Vmo/Mmo	None	No	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525A (CJ2) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – No ground flaps.	None	Yes				FTD 6	D/ FTD 6	C
Descent/ Emergency Descent	Modulated speed brake lever – No longer only two position speed brakes.	Yes	Yes				FTD 6	D/ FTD 6	C

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525A (CJ2)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CUR R**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CUR R**
ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls. Pressurization controller now integrated into MFD – landing elevation and cabin altitude display. Cabin door seal no longer inflatable. Manual pressurization system removed.	None	Yes			FTD 2-5		C	B
ATA 22 Auto Flight	Location of controls and pilot interface	None	Yes				FTD 6	D/ FTD 6	B
ATA 23 Communications	Radio tuning through CDUs. There is no longer a separate radio stack.	None	Yes			FTD 2-5		C	B
ATA 24 Electrical Power	Ammeters now integrated into MFD – Systems Display with new limits. (4) Power states; normal, converted bus, emergency bus and standby battery.	None	Yes			FTD 2-5		C	B
ATA 26 Fire Detection	Zonal bleed leak detection system. Single fire bottle for fire suppression. Added baggage smoke detection system	None	Yes			FTD 2-5		C	B
ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers. Speed brakes are now modulated and not two position only. Variable rate primary trim system. New electric secondary trim. Aileron and rudder trim now electric. Flap and trim synoptic on MFD.	Yes	Yes				FTD 6	D/ FTD 6	C

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525A (CJ2)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 28 Fuel System	Increased fuel capacity. Single point refueling.	None	Yes	X				A	B
ATA-29 Hydraulic Power	Full time 3000 psi system replaces 1500 psi open center system. Pressure indication added to Systems overlay page.	None	Yes			FTD 2-5		C	B
ATA 30 Ice Protection	Windshield now multi-panel electrically heated, no longer bleed air, no alcohol, no separate defog. New switchology for pitot-static heat and tail deice. No pylon anti ice. New anti-ice system check.	None	Yes			FTD 2-5		C	B
ATA 31 Indicating and Recording Systems	EICAS system instead of annunciator panel.	None	Yes			FTD 2-5		C	B
ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel.	None	Yes			FTD 2-5		C	B
ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights.	None	Yes	X		FTD 2-5		C	B
ATA 34 Navigation	No magnetic compass. TAWS controls integrated into PFDs, no longer separate switches. Navigation tuning through CDUs, no longer a separate radio stack. Second PFD and MFD standard. Single, centrally located Flight Guidance Panel. File Server Unit adding electronic charts and in flight graphical and textual weather. Class 3 EFB with Type C Applications (airplane present position). Added Collins FMS 3000	None	Yes				FTD 6	D/ FTD 6	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525A (CJ2) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 35 Oxygen	Oxygen shutoff control added.	None	Yes		X			B	B
ATA 73 Engines	FADEC Controlled engine with 1221 lb increase in thrust. RUN/STOP switches instead of throttle cutoff triggers. Increased Thrust to Weight Ratio, Thrust attenuators no longer Installed	Yes	Yes				FTD 6	D/ FTD 6	B
ATA 76	Automatic Engine Sync	None	Yes			FTD 2-5		C	A

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525 (CJ1) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Weights	Maximum Takeoff Gross Weight increased to 16950 lbs.	None	None	X				A	B
Dimensions	Cabin Stretch in front of and behind the wing. New wing plan form Increased vertical and horizontal tail. Re-lofted crown and windshield Wider cabin door with new actuation	None	None		X			None	None
Engines	FADEC controlled Williams FJ44-4A turbofans with 3621 pounds thrust per side	None	Yes		X			A	B
Speed	Increased Vmo/Mmo	None	No	X				A	B
Altitude	Increased maximum altitude	None	No	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525 (CJ1) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – No ground flaps.	None	Yes				FTD 6	D/ FTD 6	C
Descent/ Emergency Descent	Modulated speed brake lever – No longer only two position speed brakes.	Yes	Yes				FTD 6	D/ FTD 6	C

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525 (CJ1) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls. Pressurization controller now integrated into MFD – landing elevation and cabin altitude display. Cabin door seal no longer inflatable. Manual pressurization system removed.	None	Yes			FTD 2-5		C	B
ATA 22 Auto Flight	Location of controls and pilot interface	None	Yes				FTD 6	D/ FTD 6	B
ATA 23 Communications	Radio tuning through CDUs. There is no longer a separate radio stack.	None	Yes			FTD 2-5		C	B
ATA 24 Electrical Power	Ammeters now integrated into MFD – Systems Display with new limits. (4) Power states; normal, converted bus, emergency bus and standby battery.	None	Yes			FTD 2-5		C	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ1)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 26 Fire Detection	Zonal bleed leak detection system. Single fire bottle for fire suppression. Added baggage smoke detection system	None	Yes			FTD 2-5		C	B
ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers. Speed brakes are now modulated and not two position only. Variable rate primary trim system. New electric secondary trim. Aileron and rudder trim now electric. Flap and trim synoptic on MFD. Added rudder bias	Yes	Yes				FTD 6	D/ FTD 6	C
ATA 28 Fuel System	Increased fuel capacity. Single point refueling.	None	Yes	X				A	B
ATA-29 Hydraulic Power	Full time 3000 psi system replaces 1500 psi open center system. Pressure indication added to Systems overlay page.	None	Yes			FTD 2-5		C	B
ATA 30 Ice Protection	Windshield now multi-panel electrically heated, no longer bleed air, no alcohol, no separate defog. New switchology for pitot-static heat and tail deice. No pylon anti ice. New anti-ice system check.	None	Yes			FTD 2-5		C	B
ATA 31 Indicating and Recording Systems	EICAS system instead of annunciator panel.	None	Yes			FTD 2-5		C	B
ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel.	None	Yes			FTD 2-5		C	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ1)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights.	None	Yes			FTD 2-5		C	B
ATA 34 Navigation	No magnetic compass. TAWS controls integrated into PFDs, no longer separate switches. Navigation tuning through CDUs, no longer a separate radio stack. Second PFD and MFD standard. Single, centrally located Flight Guidance Panel. File Server Unit adding electronic charts and in flight graphical and textual weather. Class 3 EFB with Type C Applications (airplane present position). Added Collins FMS 3000	None	Yes				FTD 6	D/ FTD 6	B
ATA 35 Oxygen	Oxygen shutoff control added.	None	Yes		X			B	B
ATA 73 Engines	FADEC Controlled engine with 1721 lb increase in thrust. RUN/STOP switches instead of throttle cutoff triggers. Increased Thrust to Weight Ratio, Thrust attenuators no longer Installed	Yes	Yes				FTD 6	D/ FTD 6	B
ATA 76	Automatic Engine Sync	None	Yes			FTD 2-5		C	A

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525 (CJ) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Weights	Maximum Takeoff Gross Weight increased to 16950 lbs.	None	None	X				A	B
Dimensions	Cabin Stretch in front of and behind the wing. New wing plan form Increased vertical and horizontal tail. Re-lofted crown and windshield Wider cabin door with new actuation	None	None		X			None	None
Engines	FADEC controlled Williams FJ44-4A turbofans with 3621 pounds thrust per side	None	Yes		X			A	B
Speed	Increased Vmo/Mmo	None	None	X				A	B
Altitude	Increased maximum altitude	None	None	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525 (CJ) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Engine Start	FADEC Controlled engine with RUN/STOP switches instead of throttle cutoff triggers.					FTD 2-5		C	B
Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – No ground flaps. Rudder bias added which affects single engine missed or single engine go-around	None	Yes				FTD 6	D/ FTD 6	D

Instrument Approaches	EADI and EHSI are replaced with Collins left side PFD and an MFD	None	Yes				FTD 6	D/ FTD 6	D
Normal, Abnormal, Emergency Procedures	Normal, Abnormal, and Emergency Procedures were revised.	None	Yes				FTD 6	D/ FTD 6	D
In-Flight Maneuvers	EADI and EHSI are replaced with Collins left side PFD and an MFD, Modulated speed brake lever.						FTD 6	D/ FTD 6	D
Descent / Emergency Descent	Modulated speed brake lever – No longer only two position speed brakes.	Yes	Yes				FTD 6	D/ FTD 6	C

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CUR R**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CUR R**
ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls. Pressurization controller now integrated into MFD – landing elevation and cabin altitude display. Cabin door seal no longer inflatable. Manual pressurization system removed.	None	Yes			FTD 2-5		C	B
ATA 22 Auto Flight	Location of controls and pilot interface	None	Yes				FTD 6	D/ FTD 6	D
ATA 23 Communications	Radio tuning through CDUs. There is no longer a separate radio stack.	None	Yes			FTD 2-5		C	C
ATA 24 Electrical Power	Ammeters now integrated into MFD – Systems Display with new limits. (4) Power states; normal, converted bus, emergency bus and standby battery.	None	Yes			FTD 2-5		C	B
ATA 26 Fire Detection	Zonal bleed leak detection system. Single fire bottle for fire suppression. Added baggage smoke detection system	None	Yes			FTD 2-5		C	B
ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers. Speed brakes are now modulated and not two position only. Variable rate primary trim system. New electric secondary trim. Aileron and rudder trim now electric. Flap and trim synoptic on MFD. Added rudder bias	Yes	Yes				FTD 6	D/ FTD 6	D

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 28 Fuel System	Increased fuel capacity. Single point refueling.	None	Yes	X				A	B
ATA-29 Hydraulic Power	Full time 3000 psi system replaces 1500 psi open center system. Pressure indication added to Systems overlay page.	None	Yes			FTD 2-5		C	B
ATA 30 Ice Protection	Windshield now multi-panel electrically heated, no longer bleed air, no alcohol, no separate defog. New switchology for pitot-static heat and tail deice. No pylon anti ice. New anti-ice system check.	None	Yes			FTD 2-5		C	B
ATA 31 Indicating and Recording Systems	EICAS system instead of annunciator panel.	None	Yes			FTD 2-5		C	C
ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel.	None	Yes			FTD 2-5		C	B
ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights.	None	Yes			FTD 2-5		C	B
ATA 34 Navigation	No magnetic compass. TAWS controls integrated into PFDs, no longer separate switches. Navigation tuning through CDUs, no longer a separate radio stack. 4 display tube Collins system standard. Single, centrally located Flight Guidance Panel. File Server Unit adding electronic charts and in flight graphical and textual weather. Class 3 EFB with Type C Applications (airplane present position). Added Collins FMS 3000.	None	Yes				FTD 6	D/ FTD 6	D

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CUR R**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CUR R**
ATA 35 Oxygen	Oxygen shutoff control added.	None	Yes		X			B	B
ATA 73 Engines	FADEC Controlled engine with 1721 lb increase in thrust. RUN/STOP switches instead of throttle cutoff triggers. Increased Thrust to Weight Ratio, Thrust attenuators no longer Installed.	Yes	Yes				FTD 6	D/ FTD 6	D
ATA 76	Automatic Engine Sync	None	Yes			FTD 2-5		C	B

DIFFERENCE AIRCRAFT: CE-525(CJ1) BASE AIRCRAFT: CE-525(CJ) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Citation 525 (CJ1)	Weights increased 200 lbs (~2%)	None	None	X				None	None

DIFFERENCE AIRCRAFT: CE-525(CJ1) BASE AIRCRAFT: CE-525(CJ) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Stalls	No Changes	None	None	X				None	None
Steep Turns	No Changes	None	None	X				None	None
Approaches	Minor changes necessary for operators equipped with optional Universal FMS	None	Minor	X				None	None
Avionics ATA 23 & 34	EADI and EHSI are replaced with Collins left side PFD and an MFD. Optional Right side Collins PFD is available. Honeywell Flight Guidance replaced with Collins, and Flight Guidance Controls moved to below PFD. Optional IFIS 5000 File Server Unit adding electronic charts and in flight graphical and textual weather capability.	None	Yes				FTD 6	D/ FTD 6	B

DIFFERENCE AIRCRAFT: CE-525A (CJ2) BASE AIRCRAFT: CE-525 (CJ1) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Citation 525A (CJ2)	Derivative aircraft with longer fuselage (approx. 5 ft.), derivative engines with increased thrust (500 lbs), increased fuel capacity (741 lbs), increased takeoff weight (1,675 lbs), increased maximum speed (12 KIAS), increased wing area, and increase in maximum operating altitude (45,000 feet).	None	None		X			B	B

DIFFERENCE AIRCRAFT: CE-525A (CJ2) BASE AIRCRAFT: CE-525 (CJ1) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Stalls	No Changes	None	None	X				None	None
Steep Turns	No Changes	None	None	X				None	None
Approaches and Missed Approaches	Rudder bias added which affects single engine missed or single engine go-around.	Yes	Yes				FTD 6	D/ FTD 6	C
Engine Failure during Takeoff	Rudder bias added which affects engine failure during takeoff.	Yes	Yes				FTD 6	D/ FTD 6	C

DIFFERENCE AIRCRAFT: CE-525A (CJ2) **BASE AIRCRAFT: CE-525 (CJ1)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CUR R**
Fuel ATA 28	Increased capacity.	None	None	X				None	None
Engine ATA 72	Increased Thrust	None	None	X				None	None
Electrical ATA 24	Generator Limit above FL410	None	Yes	X				None	None

DIFFERENCE AIRCRAFT: CE-525B (CJ3) BASE AIRCRAFT: CE-525A (CJ2) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Weights	Maximum Takeoff Gross Weight increased to 13, 870 lbs.	None	None		X			B	B
Dimensions	Cabin Stretch 20 inches between wing and cabin door Cabin Stretch of 4.15 inches between escape hatch and the last window Tailcone stretch of 5.85 inches Wing Span increase of 42 inches Flap Span increase of 21 inches per side Enlarged vertical fin with a 12-inch root extension	None	None	X				None	None
Engines	FADEC controlled Williams FJ44-3A turbofans with 2,780 pounds per side	None	Yes			X		C	C
Cert Basis	Certificated in the Commuter Category by Exemption	None	None	X				None	None

DIFFERENCE AIRCRAFT: CE-525B (CJ3) BASE AIRCRAFT: CE-525A (CJ2) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Takeoff, Climb, Cruise, Approach, Landing, Go-Around, Missed Approach	FADEC controlled Williams FJ44-3A Engines	None	Yes			X		C	C

DIFFERENCE AIRCRAFT: CE-525B (CJ3) **BASE AIRCRAFT: CE-525A (CJ2)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CUR R**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CUR R**
Avionics ATA 23 & 34	New Collins Radio Tuning Units (RTU), New Collins Flight Management System (FMS)(FMS-3000) Electronic Chart Displays, Graphical Weather Text, Class 3 EFB with Type C Applications (airplane present position)	None	Yes			X		C	C
ATA 27 Flight Controls	Max Flap Deflection for Ground operations reduced from 60 degrees to 55 degrees	None	NO	X				None	None
ATA-28 Fuel System	Increased fuel capacity	None	None	X				None	None
ATA 32 Brakes	Anti-skid changed to individual wheel control	None	No	X				None	None
ATA 30 Ice Protection	Wingtip RTU added for under temp monitoring New annunciator added (Wing O' Heat L/R) for wing anti ice overheat, Separate under temp annunciator, Wing Anti-Ice L/R	None	Yes	X				None	None
ATA 34 Avionics	PFD added to copilots side	None	Yes	X				None	None
ATA 35 Oxygen System	Standard Bottle increased to 50 cubic feet	None	None	X				None	None
Airframe and Wing ATA 53 & 57	Increase in wing span, fuselage length, and horizontal and vertical stabilizer area	None	None	X				None	None
Engines ATA-73	FADEC Controlled engine with 380 lb increase in thrust.	None	None		X			None	None

DIFFERENCE AIRCRAFT: CE-525 (CJ1+) BASE AIRCRAFT: CE-525 (CJ1) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Citation 525 (CJ1+)	Weights increased 100 lbs (1%). Aft Center of Gravity moved forward 0.5% (from 29% to 28.5% MAC)	None	None	X				None	None

DIFFERENCE AIRCRAFT: CE-525 (CJ1+) BASE AIRCRAFT: CE-525 (CJ1) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Stalls	No Changes	None	None	X				None	None
Steep Turns	No Changes	None	None	X				None	None
Approaches	New Collins FMS-3000 and file server unit (electronic charts and Nexrad weather)	None	Yes			X		C	C

DIFFERENCE AIRCRAFT: CE-525 (CJ1+) **BASE AIRCRAFT: CE-525 (CJ1)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CUR R**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CUR R**
Engine ATA 73	New FJ44-1AP engine with approx. 5% increased thrust, throttle detents and Full Authority Digital Engine Control (FADEC). Thrust Attenuators removed	None	Yes			X		C	B
Avionics ATA 23 & 34	Collins FMS 3000 installation.	None	Yes			X		C	B
Avionics ATA 23 & 34	Collins Radio Tuning Units and Standby HSI	None	Yes	X				None	None
Avionics ATA 23 & 34	File Server Unit with electronic charts and weather	None	No			X		C	C
Avionics ATA 23 & 34	Standby Instruments and HSI on RTU	None	Yes	X		X		C	C

DIFFERENCE AIRCRAFT: CE-525A (CJ2+) **BASE AIRCRAFT: CE-525A (CJ2)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Engines	FADEC Controlled Thrust Attenuators Removed, Small Thrust Increase	Yes	Yes			X		C	B
Avionics	Honeywell KLN-900 to Collins FMS-3000 Added VNAV	None	Yes			X		B	B

DIFFERENCE AIRCRAFT: CE-525A (CJ2+) **BASE AIRCRAFT: CE-525A (CJ2)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
TO, GA Missed Approach	FADEC Controlled Thrust Attenuators Removed Small Thrust Increase	Yes	Yes			X		C	B

DIFFERENCE AIRCRAFT: CE-525A (CJ2+) **BASE AIRCRAFT: CE-525A (CJ2)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CUR R**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CUR R**
Engine – FJ44-3A-24	FADEC Controlled Thrust Attenuators Removed Small Thrust Increase	Yes	Yes			X		C	B
Aircraft Limitations	Vmo changed from 275 Kts to 278 Kts Mmo changed from .72M to .737M. Weight Limits – Takeoff/Ramp +125lbs; Landing +25lbs; ZFW +400lbs	None	Yes		X			B	B
FMS	Honeywell KLN-900 to Collins FMS-3000 Added VNAV	None	Yes			X		B	B

DIFFERENCE AIRCRAFT: CE-525A (CJ2+) BASE AIRCRAFT: CE-525A (CJ2) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Standby Instruments	3 Separate Insts. To Collins GH-3000	None	None			X		B	C
MFD	AFD-3010 to AFD3010E, adds charts, check lists, weather	None	Yes			X		B	C
Battery	28 Amp-Hr Nicad to 44Amp-hr Nicad	None	No	X				B	B
Hyd. System	Upgrades for commonality with CJ3 Aircraft	None	No	X				B	B
Brake System	Improved Brake Metering Valve, Separate Anti-skid Valve	None	No	X				B	B
Radio Tuning	Honeywell CNI-5000 to Collins RTU-4200	None	YES			X		B	C

DIFFERENCE AIRCRAFT: CE-525 with G1000 STC SA01594WI-D BASE AIRCRAFT: CE-525 (CJ) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 22 Auto Flight	Autopilot changed to Garmin GFC 700. Location of controls and pilot interface changed.	None	Yes				X	D	C
ATA 34 Avionics	Garmin G1000 integrated avionics system replaces existing flight and engine instruments. Garmin G1000 replaced installed FMS or Long Range Navigation Unit.	None	Yes				X	D	C

DIFFERENCE AIRCRAFT: CE-525 with G1000 STC SA01594WI-D BASE AIRCRAFT: CE-525 (CJ) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Approaches	EADI and EHSI are replaced with PFD and an MFD. Honeywell Flight Guidance replaced with Garmin GFC 700, and Flight Guidance Controls relocated.	None	Yes				X	D	C
Approaches	Garmin Class III EFB installed.	None	Yes			X		C	C

DIFFERENCE AIRCRAFT: CE-525 with G1000 STC SA01594WI-D BASE AIRCRAFT: CE-525 (CJ) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 22 Auto Flight	Flight Guidance replaced with Garmin GFC 700, and Flight Guidance Controls relocated.		Yes		B			D	C
ATA 23 Communications, and ATA 34 Avionics	EADI and EHSI replaced with Garmin G1000 Integrated Flight Deck.	None	Yes				D	D	C
ATA 34 Avionics	FMS replaced with Garmin G1000 Integrated Flight Deck.	None	Yes			X		C	C

APPENDIX 3

Electronic Flight Bag Operational Evaluation for CESSNA 525, 525A, 525B, and 525C Aircraft Equipped with Rockwell Collins Integrated Flight Information System (IFIS-5000)

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1. Purpose and Applicability
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3. Description
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5. Display and Reflectivity
6. Database Revisions
7. Specifications for Training
8. Specifications for Checking
9. Specifications for Currency
10. Environmental Testing (HIRF, EMI)
11. Continued Airworthiness
12. List of Affected Document

1. Purpose and Applicability

The following is provided for the benefit of FAA Principal Inspectors and aircraft operators for their use in determining the acceptance of EFB applications. As described in AC 120-76A, Guidelines for the Certification, Airworthiness, and Operational Approval of Electronic Flight Bags Computing Devices, the Collins IFIS is certified Class 3 EFB Hardware and Type C applications. Class 3 hardware is installed equipment and requires AIR involvement and AEG involvement. Applications are classified as Type C due to interaction of the Electronic Charts with the aircraft. The charts can be manipulated (i.e. zoomed, scrolled, etc.) as Type B, but are classified Type C because aircraft present position is provided on the installed display on the airport depictions and charts.

2. Suitability Determination

The EFB evaluation determined chart display functions to be suitable as one source for electronic display of airport diagrams, approach plates, arrival procedures, and departure procedures. Since chart information cannot be displayed while on emergency power, or in the event of certain avionics failures, a suitable backup is required. Required individual airplane flight manual supplements provide operating limitations for the specific IFIS 5000 installation.

3. Description

A specific system description for the system configuration appropriate to the installation is available in the approved airplane flight manual supplement, and additional system information can be obtained from the applicable Rockwell Collins IFIS 5000 Operators Guide.

4. Mounting

EFB applications are displayed on either Multi-function Display and have been certified as part of the type design.

5. Display and Reflectivity

The EFB has been evaluated in both low light and sunlight, as part of the type design.

6. Database Revisions

The database currency requirements are specified in the approved airplane flight manual supplement, and additional information regarding database revisions can be obtained from the applicable Rockwell Collins IFIS 5000 Operators Guide.

7. FSB Specifications for Training

As a minimum the crew should use the FMS to flight plan and the EFB electronic chart functions to pull up the airport depiction charts, SID's, Arrival Procedures, and approach charts. Pilots should master the graphic weather depiction functions to obtain METARS and TAF's for origin, destination, and alternate airports

8. FSB Specification for Checking

Recommended tasks include demonstrating competency in using the FMS to integrate use of the electronic chart functions to display departures, arrivals, and approaches, and utilizing the graphical weather text functions.

9. FSB Specification for Currency

Currency level is variable as set in MDR table. If level C currency is indicated by MDR table, recommended tasks include demonstrating competency in using the FMS to integrate use of the electronic chart functions to display departures, arrivals, and approaches, and utilizing the graphical weather text functions.

10. Environmental Testing (HIRF, EMI)

Intensity Radiated Fields and Indirect Effects of Lightning for the IFIS-5000 system were tested per High Intensity Radiated Fields (HIRF) and Indirect Effects of Lightning Test Procedure. The system meets Certification Basis requirements and special conditions for High Intensity Radiated Fields and Indirect Effects of Lightning.

11. Continued Airworthiness

Instructions for Continued Airworthiness for the IFIS-5000 system are addressed in accordance with aircraft certification requirements and available through normal ICA distribution processes.

12. LIST of Affected Document

The following is a list of Procedures, Documents and Affected Manuals concerning Operational Approval of the IFIS -5000 for use as an Electronic Flight Bag:

- Collins Integrated Flight Information System IFIS-5000 Operator's Guide
- Operations Manual
- Flight Crew Training Program
- Training Courseware (Flight Crew, Maintenance Personnel, Operations Personnel)
- Company Maintenance Procedures
- Component Maintenance Manuals
- Minimum Equipment List
- Data Delivery and Management Procedures
- EFB Configuration Control Procedures

APPENDIX 4

Electronic Flight Bag Operational Evaluation for Cessna 525 Aircraft Modified by G1000 STC SA01594WI-D.

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1. Purpose and Applicability
2. Suitability Determination
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4. Mounting
5. Display and Reflectivity
6. Database Revisions
7. Specifications for Training
8. Specifications for Checking
9. Specifications for Currency
10. Environmental Testing (HIRF, EMI)
11. Continued Airworthiness
12. List of Affected Document

1. Purpose and Applicability

The following is provided for the benefit of FAA Principal Inspectors and aircraft operators for their use in determining the acceptance of EFB applications. As described in AC 120-76A, Guidelines for the Certification, Airworthiness, and Operational Approval of Electronic Flight Bags Computing Devices, the G1000 electronic charts are certified Class 3 EFB Hardware and Type C applications. Class 3 hardware is installed equipment and requires AIR involvement and AEG involvement. Applications are classified as Type C due to interaction of the Electronic Charts with the aircraft. The charts can be manipulated (i.e. zoomed, scrolled, etc.) as Type B, but are classified Type C because aircraft present position is provided on the installed display on the airport depictions and charts.

2. Suitability Determination

The EFB evaluation determined chart display functions to be suitable as one source for electronic display of airport diagrams, approach plates, arrival procedures, and departure procedures. Since chart information cannot be displayed while on emergency power, or in the event of certain avionics failures, a suitable backup is required. Approved airplane flight manual supplement provides operating limitations for the installation.

3. Description

The STC includes “FliteChart” and optional ChartView electronic charts. A specific system description for the system configuration appropriate to the installation is available in the approved airplane flight manual supplement, and Garmin G1000 Integrated Flight Deck Pilot’s Guide for the Cessna CitationJet Model 525.

4. Mounting

EFB applications are displayed on either Multi-function Display and have been certified as part of the type design.

5. Display and Reflectivity

The EFB has been evaluated as part of the type design.

6. Database Revisions

The database currency requirements are specified in the approved airplane flight manual supplement, and Garmin G1000 Integrated Flight Deck Pilot's Guide for the Cessna CitationJet Model 525.

7. Specifications for Training

As a minimum the crew should use the FMS to flight plan and the EFB electronic chart functions to pull up the airport depiction charts, SID's, Arrival Procedures, and approach charts. Pilots should master the weather functions to obtain METARS and TAF's for origin, destination, and alternate, airports if XM weather functions are enabled.

8. Specification for Checking

Recommended tasks include demonstrating competency in using the FMS to integrate use of the electronic chart functions to display departures, arrivals, and approaches, and utilizing the graphical weather functions if XM weather functions are enabled.

9. Specification for Currency

Currency level is variable as set in MDR table. If level C currency is indicated by MDR table, recommended tasks include demonstrating competency in using the FMS to integrate use of the electronic chart functions to display departures, arrivals, and approaches, and utilizing the graphical functions if XM weather functions are enabled.

10. Environmental Testing (HIRF, EMI)

Intensity Radiated Fields and Indirect Effects of Lightning for system were tested per High Intensity Radiated Fields (HIRF) and Indirect Effects of Lightning Test Procedure. The system meets Certification Basis requirements and special conditions for High Intensity Radiated Fields and Indirect Effects of Lightning.

11. Continued Airworthiness

Instructions for Continued Airworthiness for the system are addressed in accordance with aircraft certification requirements and available through normal ICA distribution processes.

12. LIST of Affected Document

The following is a list of Procedures, Documents and Affected Manuals concerning Operational Approval of G1000 electronic charts for use as an Electronic Flight Bag:

- Airplane Flight Manual Supplement
- Garmin G1000 Integrated Flight Deck Pilot's Guide for the Cessna CitationJet Model 525
- Operations Manual
- Flight Crew Training Program
- Training Courseware (Flight Crew, Maintenance Personnel, Operations Personnel)
- Company Maintenance Procedures
- Component Maintenance Manuals
- Minimum Equipment List
- Data Delivery and Management Procedures
- EFB Configuration Control Procedures

APPENDIX 5

Cessna 525C AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

FAR	Requirement	Compliance	Remark	FSB Finding
91.9(a)	Compliance with Flight Manual, Markings, and Placard Markings	Operator Responsibility	Cessna provides limitations in an Approved Airplane Flight Manual (AFM), and Placards	Agrees
91.9 (b)(1)	Availability of Current Airplane Flight Manual in Aircraft	Operator Responsibility	Cessna provides an Approved AFM and Airplane Flight Manual Supplements (AFMS) for optional equipment at delivery. Cessna can supply revisions and temporary changes to the documents.	Agrees
91.9(c)	Identification of Aircraft in Accordance with 14 CFR Part 45	Operator Responsibility.	Aircraft is identified in accordance with 14CFR Part 45 regulations Fireproof identification plate is affixed to the airplane. Registration markings are painted on aircraft exterior.	Agrees.
91.103(a)	IFR Flight Planning and Fuel Requirements	PIC Responsibility	Aircraft fuel consumption and speed / range information is contained in the Operating Manual.	Agrees
91.103 (b)(1)	Preflight Planning Runway Performance Data	PIC Responsibility	Airplane complies with Part 23 for Takeoff and Landing Performance data. Data can be found in the approved AFM.	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
91.126(c)	On or In The Vicinity of an Airport in Class G Airspace Minimum Certificated Landing Flap Setting	PIC Responsibility	Normal, Minimum Certificated, Landing Flap Setting of Flaps 35. Data contained in an approved AFM.	Agrees
91.191	Category II and Category III Manual	Not Applicable.	Model 525C is not approved for Category II and III operations.	Agrees
91.203 (a)&(b)	Valid Airworthiness Certificate, Flight Permit, Registration Certificate.	Operator Responsibility	Cessna issues Airworthiness Certificate upon closure and approval of all engineering and certifying documents. In order to appropriately identify per 91.9 (c) US registered aircraft, Cessna completes AC Form 8050-1 and files necessary documents with the FAA.	Agrees
91.203(c)	Fuel Tanks in the Passenger/Baggage Compartment	Not applicable.	Model 525C fuel tanks are located in the wing.	Agrees
91.203(d)	Fuel Venting and Exhaust Emissions Requirements	Operator Responsibility.	The airplane meets the 14 CFR 34 as amended in accordance with certification basis of the aircraft See TCDS for Certification Basis of the aircraft.	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
91.205(a)	Powered Civil Aircraft with Standard Category U.S. Airworthiness Certificates: Instrument and Equipment Requirements: General	Operator Responsibility	Except for 91.205 (f), Cat II operations, which are not applicable for Model 525C, the aircraft may operate in any operation described in regulations 14 CFR 91.205 (b) through (e).	Agrees
91.205(b)	Day VFR Equipment	Operator Responsibility	On delivery, the aircraft is equipped as required by 14 CFR 91.205(b) - Visual-flight rules (day).	Agrees
91.205(c)	Night VFR Equipment	Operator Responsibility	On delivery, the aircraft is equipped as required by 14 CFR 91.205(c) - Visual-flight rules (night).	Agrees
91.205(d)	IFR Equipment	Operator Responsibility	On delivery, the aircraft is equipped as required by 14 CFR 91.205(d) - Instrument flight rules.	Agrees
91.205(e)	Flight at and Above FL240	Operator Responsibility.	On delivery, the aircraft is equipped as required by 14CFR 91.205 (e). Aircraft has both DME and RNAV	Agrees
91.205(f)	Category II Operations	Not applicable.	Model 525C is not approved for Category II Operations.	Agrees
91.205(g)	Category III Operations	Not applicable.	Model 525C is not approved for Category III operations.	Agrees
91.207 (a)&(b)	Emergency Locator Transmitter (ELT)	Operator Responsibility	The aircraft is standard equipped with Artex C406-N, which meets the requirements of 14CFR 91.207 (a) and (b).	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
91.207(c)	Emergency Locator Transmitter (ELT) Batteries	Operator Responsibility	Battery replacement after use.	Agrees
91.207(d)	Emergency Locator Transmitter (ELT) Maintenance	Operator Responsibility	ELT inspection after 12 calendar months.	Agrees
91.209(b)	Operate an aircraft equipped with an anti-collision light system.	Operator/PIC Responsibility	The aircraft is equipped with aviation white anti-collision light system (strobe) The ground recognition light (beacon) is not part of the anti-collision light system.	Agrees
91.211	Supplemental Oxygen: General	Operator Responsibility/Flight Crew Responsibility	Model 525C is a pressurized aircraft. Passenger masks, sufficient for the max number of occupants, are located above the aisle in the cabin overhead. Crew masks are located in the stowage cups on the outboard side of the crew seat and are quick donning. The flight manual includes an oxygen duration chart.	Agrees
91.213	Inoperative Instruments and Equipment	Operator Responsibility	The is an FAA approved MMEL for the Cessna 525C aircraft.	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
91.215	ATC Transponder and Altitude Reporting Equipment and Use	Operator Responsibility	The aircraft is equipped with enhanced Mode S Transponders, which meets the requirements of 14 CFR 91.215 (a) allowing operation in compliance with 91.215 (b), (c), and (d).	Agrees
91.217	Data Correspondence Between Automatically Reported Pressure Altitude Data and the Pilot's Altitude Reference: ATC Directed Deviation	Operator Responsibility	The aircraft is equipped with enhanced Mode S Transponders, which meet requirements of 14CFR 91.217.	Agrees
91.219	Altitude Alerting System	Operator Responsibility	The aircraft is equipped to meet the Altitude Alerting System requirements of 14CFR 91.219	Agrees
91.221	Traffic Alert and Collision Avoidance System (TCAS) Equipment and Use	Operator Responsibility	The aircraft is standard equipped with TCAS II approved to comply with 91.221.	Agrees
91.223(a)	Terrain Awareness and Warning System (TAWS)	Operator Responsibility	The aircraft is equipped with TAWS in compliance with 91.223(a).	Agrees
91.223(b)	Terrain Awareness and Warning System (TAWS)	Not Applicable.	Model 525C manufactured after March 29, 2002.	Agrees
91.223(c)	AFM Procedures for TAWS	AFM procedures within the appropriate Flight Manual in accordance with 91.223(a).		Agrees
91.223(d)	Exceptions to TAWS	Not Applicable	Model 525C is not designed or configured for parachuting or firefighting operations.	N/A

FAR	Requirement	Compliance	Remark	FSB Finding
91.409(a) (b) (c) (d)	Inspections	Operator Responsibility		Agrees
91.409(e)	Inspection	Operator Responsibility	Cessna will provide operators with a single approved inspection program at time of aircraft delivery. Inspection information will be in Chapter 5, section 10 of the Model 525C Maintenance Manual, per ATA specification 2200. Maintenance Manual Chapter 4 will list life limited parts by serial number and part number. All life limited parts are placarded with serial number and part number.	Agrees.
91.409 (f) (g) (h)	Inspection	Operator Responsibility	Cessna will provide operators with a single approved inspection program at time of aircraft delivery. Inspection information will be in Chapter 5, section 10 of the Model 525C Maintenance Manual, per ATA specification 2200	Agrees.
91.411	Altimeter System and Altitude Reporting Equipment Tests and Inspections	Operator Responsibility	The tests and inspections required by paragraph 91.411 were conducted by Cessna for issuance of an airworthiness certificate	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
91.413	ATC Transponder Tests and Inspections	Operator Responsibility	The tests and inspections required by paragraph 91.413 were conducted by Cessna. FAA Approved AFM includes RVSM limits to comply with paragraph 91.413 (b).	Agrees
91.503	Flying Equipment and Operating Information.	PIC Responsibility	Cessna provides cockpit checklists (normal and abnormal/emergency), and FAA approved Airplane Flight Manual comply with cockpit checklists, and single engine climb performance requirements of this paragraph. Electronic approach charts are available in 525C aircraft Guidance on that system is provided in this document, Appendix 5	Agrees
91.505	Familiarity with Operating Limitations and Emergency Equipment	PIC/Crew Responsibility		Agrees
91.507	Equipment Requirement: Over the Top, or Night VFR Operations	Operator Responsibility	The aircraft is equipped as described in 14 CFR 91.507 for Over the Top or Night VFR Operations.	Agrees
91.509	Survival Equipment for Overwater Operations	Operator Responsibility		Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
91.511	Communication and Navigation Equipment for Overwater Operations	Operator Responsibility	The aircraft is equipped to meet the requirements of 14 CFR 91.511 except those portions requiring HF. The aircraft is optionally equipped with HF.	Agrees
91.513(a) (b) (c) (d)	Emergency Equipment	Operator Responsibility.	The aircraft is equipped to comply with requirements of 14 CFR 91.513 (a) (b) (c) (d).	Agrees
91.513(e) (f)	Emergency Equipment	Not Applicable	Model 525C does not have the seating capacity referenced in 14 CFR 91.513 (e) (f).	Agrees
91.517(a)	Passenger information	Operator/PIC Responsibility.	The aircraft is standard equipped to meet passenger information requirements of 14 CFR 91.517(a).	Agrees
91.517(b)	Passenger information	Operator Responsibility		Agrees
91.517(c) (d) (e)	Passenger information	Operator and Passenger Responsibility.	These sub paragraphs place requirements on passengers and crewmembers.	Agrees
91.519	Passenger Briefing	PIC Responsibility		Agrees
91.521(a)	Shoulder Harness	Not Applicable.	Model 525C is a Part 23 commuter category airplane.	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
91.521(b)	Shoulder Harness	Not Applicable.	Model 525C is a Part 23 commuter category airplane.	Agrees
91.525	Carriage of Cargo	PIC Responsibility	The airplane cargo/baggage compartment meets storage requirements of 14 CFR 91.525(a) (1).	Agrees
91.527	Operating in Icing Conditions	Operator Responsibility. Model 525C AFM requires the aircraft to be free of frost, snow, or ice prior to takeoff. Takeoff with polished frost per 91.527(a)(3) is prohibited.	The aircraft is approved for flight into known icing conditions when the required equipment is installed and operating as defined in AFM, Section II, Operating Limitations, Kinds of Operations Equipment List.	Agrees
91.531	Second in Command Requirements	Operator Responsibility	Model 525C does not require a Second in Command for all operations. Refer to 91.531 (3) and AFM Section II.	Agrees
91.603	Aural Speed Warning Device	Not Applicable.	Model 525C is a Part 23 commuter category airplane. However, the aircraft is equipped with aural warning for excessive speed.	Agrees
91.605(a)	Transport Category Civil Airplane Weight Limitations	Not Applicable.	Model 525C is a Part 23 commuter category airplane.	Agrees
91.605(b)(c)	Transport Category Civil Airplane Weight Limitations	Not Applicable.	Model 525C is a Part 23 commuter category airplane.	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
91.609(a)(b)	Operation with Inactive Flight Data Recorder or Cockpit Voice Recorder	Operator Responsibility	Model 525C can be optionally equipped with a Flight Data Recorder and comes standard equipped with a Cockpit Voice Recorder.	Agrees
91.609(c)(d)	Requirements for Flight Data Recorder - 10+ passengers	Not Applicable.	Model 525C has 8 (9 optional) passenger limitation. Flight Data Recorders having continuous recording capability are available as optional equipment.	Agrees
91.609 (e)&(f)	Requirement for Cockpit Voice Recorder	Operator Responsibility	Model 525C does not require two pilots, however, Cockpit Voice Recorder having continuous recording capability is standard and complies with 14 CFR 23.1457 (a) (1) and (2), (b), (c), (d), (e), (f) and (g).	Agrees
91.609(g)	Accident Reporting	Operator Responsibility		Agrees
91.613 (a)	Materials for Compartment Interiors	Not Applicable		Agrees
91.613 (b)	Materials for Compartment Interiors	Not Applicable		Agrees
91.805	Operating Noise Limits for Subsonic Airplanes	Operator Responsibility	Model 525C aircraft comply with 14 CFR 36 (Noise Requirements) as documented in the AFM.	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
91.1033 (a)(1), (a)(2), (b), and (c)	Cockpit Checklist	Operator Responsibility	Cessna provides cockpit checklists (normal and abnormal/emergency).	Agrees
91.1033 (a)(3) and (a)(4)	Aeronautical Charts	Operator Responsibility	Electronic approach charts are incorporated into 525C aircraft.	Agrees
91.1035 (e)	Automated Briefing Recording	PIC Responsibility	Installation for automatic cabin briefer is standard for 525C aircraft.	Agrees
91.1035 (f)	Passenger Briefing Cards	PIC Responsibility	Passenger briefing cards are provided on delivery.	Agrees
91.1045 (b)(1)	Cockpit Voice Recorder	Operator Responsibility	The aircraft is standard equipped with a Cockpit Voice Recorder having continuous recording capability that meets 14 CFR 135.151, and complies Agrees with 14 CFR 23.1457 (a) (1) and (2), (b), (c), (d), (e), (f) and (g).	Agrees
91.1045 (b)(2)	Flight Recorder	Operator Responsibility	Model 525C can be optionally equipped with a Flight Data Recorder. FDR certification expected end of 2010. FDR having continuous recording capability is available as optional equipment and meets 14 CFR 135.152	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
91.1045 (b)(3)	TAWS System	Operator Responsibility	TAWS, as required by 135.154 (a)(2) is standard equipped with Mark VIII and available as an optional installation for with Mark V. RAAS, for Mark V, certification expected by the end of 2010.	Agrees
91.1045 (b)(4)	TCAS System	Operator Responsibility	Model 525C is standard equipped with TCAS II that meets the requirements of 135.180. Additional information can be found in the AFM supplements.	Agrees
91.1045 (b)(5)	Airborne Weather Radar Equip.	Operator Responsibility	Model 525C is standard equipped with Weather radar in compliance with 135.175.	Agrees
91.1115 (a)	Minimum Equipment List	Operator Responsibility	An FAA approved MMEL is available.	Agrees
91.1411	Continuous Airworthiness Maintenance Program	Operator Responsibility		Agrees
91.App A	Category II Operations	Not Applicable	Model 525C is not approved for Category II operations.	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
91.App C	Operations in the North Atlantic (NAT) Minimum Navigation Performance Specifications (MNPS) Airspace	Operator Responsibility	Model 525C aircraft can be equipped with optional equipment required for MNPS airspace operations. The applicable Flight Management System Flight Manual Supplements should be referenced to determine if installed equipment meets the requirements for operation in MNPS airspace.	Agrees
91 App G	Operations in Reduced Vertical Separation (RVSM) Airspace	Operator Responsibility	Airplane is approved for RVSM operation as part of type design. The airplane is approved for operations in RVSM airspace when required equipment is maintained in accordance with airplane maintenance manual. This does not constitute operational approval. Operational approval must be obtained in accordance with applicable operating rules.	Agrees
135. 21	Manual Requirements	Operator Responsibility	Airplane manuals are available from Cessna and can be used to aid the operator in meeting 14 CFR 135.21 regulations.	Agrees
135.75(b)	Inspector's Credential: Admission to pilot's compartment: Forward Observer's Seat.	Operator Responsibility	Forward observer seat information is contained in the body of this report.	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
135.76(b)	DOD Commercial Air Carrier Evaluator's Credentials: Admission to Pilots Compartment: Forward Observer's Seat	Operator Responsibility	Forward observer seat information is contained in the body of this report.	Agrees
135.83 (a)(1), (a)(2), (b), and (c)	Cockpit Checklist	Operator Responsibility	Cessna provides normal checklists and abnormal/emergency checklists with the AFM and any additional information contained in the appropriate flight manual supplements can be used by the operator to show compliance.	Agrees.
135.83 (a)(3) and (a)(4)	Aeronautical Charts	Operator Responsibility	Electronic approach charts are incorporated into 525C aircraft.	Agrees
135.83 (a)(5)	Multiengine Aircraft One-Engine Climb Data	Operator Responsibility	Cessna provides an AFM which includes single engine climb data.	Agrees.
135.93	Autopilot: Minimum Altitudes for Use	Operator Responsibility	Cessna provided AFM contain autopilot minimum use heights that can be utilized in determining autopilot minimum altitudes for use per 14 CFR 135.93.	Agrees
135.99	Composition of Flight Crew	Operator Responsibility	Depending on operations, the AFM specifies minimum crew required as one pilot and one copilot or single pilot.	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
135.113	Passenger Occupancy of Pilot Seat	Operator Responsibility	Model 525C has maximum of 9 passenger seats.	Agrees
135.117 (e)	Passenger Briefing Cards	Operator Responsibility	Passenger briefing cards are provided on delivery.	Agrees
135.117 (f)	Automated Briefing Recording	Operator Responsibility	Installation for automatic cabin briefer is standard for 525C aircraft.	Agrees
135.127	Passenger Information	Operator Responsibility	No Smoking signs are installed in all Model 525C aircraft.	Agrees
135.129 (d)&(e)	Exit Seating Passenger Information Cards	Operator Responsibility	N/A for “19 or less” on-demand operations or “9 or less” commuter operations.	Agrees
135.143 (a)(b)	Approved/Operable Instruments and Equipment	Operator Responsibility	As equipped, Model 525C meets the requirements of 135.143 (a)(b)	Agrees
135.143 (c)	ATC Transponder	Operator Responsibility	Mode S transponders meeting the TSO requirements of 14 CFR 135.143(c) are standard equipment on Model 525C aircraft.	Agrees
135.147	Dual Controls Required	Operator Responsibility	Model 525C aircraft are equipped with functioning dual controls in compliance with 14 CFR 135.147.	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
135.149 (a)	Altimeter Adjustable for Barometric Pressure	Operator Responsibility	Model 525C aircraft are equipped with three adjustable altimeters (pilot, copilot and standby) and all are compliant with 14 CFR 135.149(a).	Agrees
135.149 (c)	Additional Equipment	Operator Responsibility	Model 525C aircraft are equipped with a electronic standby attitude indicator compliant with 14 CFR 135.149(c).Also complies with 121.305(j), referenced by 135.49(c)	Agrees
135.151 (a)	Requirement and Installation of CVR	Operator Responsibility	The aircraft is standard equipped with a Cockpit Voice Recorder having continuous recording capability that meets 14 CFR 135.151, and complies Agrees with 14 CFR 23.1457 (a) (1) and (2), (b), (c), (d), (e), (f) and (g).	Agrees
135.151 (d)	Boom and Mask Microphone	Certificate Holder/Crew Responsibility	Model 525C aircraft are equipped with cockpit voice recorders capable of recording boom microphones as well as oxygen mask microphones and are compliant with 14 CFR 23.1457(c)(5).	Agrees
135.151 (c)&(e)	CVR - Recorded Data	Certificate Holder/Operator Responsibility	The aircraft is standard equipped with a Cockpit Voice Recorder having continuous recording capability that meets 14 CFR 135.151, and complies Agrees with 14 CFR 23.1457 (a) (1) and (2), (b), (c), (d), (e), (f) and (g).	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
135.152	Flight Recorder	Not Applicable	Model 525C can be optionally equipped with a Flight Data Recorder.	Agrees
135.154	Terrain Awareness and Warning System	Operator Responsibility	TAWS, as required by 135.154 (a)(2) is standard equipped with Mark VIII and available as an optional installation for with Mark V. RAAS, for Mark V.	Agrees
135.155	Fire Extinguishers: Type and Suitability of Agent	Operator Responsibility	Model 525C aircraft are equipped with hand fire extinguishers in the cockpit (under copilot seat) and in the cabin behind the aft left passenger seat.	Agree
135.157 (b) (c)	Oxygen Equipment Requirements Pressurized aircraft.	Operator Responsibility	Aircraft is equipped to comply with 135.157 (b) (c). Oxygen duration charts are included in the AFM. Flight crew can select 100% oxygen on their masks as required per 14 CFR 135.157 (c) (3).	Agrees
135.158 (a)	Pitot Heat Indicating Systems Requirement and Operation	Not Applicable.	Model 525C aircraft are equipped with pitot heat indicating systems for pilot, copilot and standby heat systems that are compliant with 14 CFR 23.1326 (ELOS ACE-10-06)as dictated in 14 CFR 135.158 (a).	Agree
135.159 (a) to (g)	Equipment Requirements: Carrying Passengers under VFR at Night or under VFR Over The Top Conditions	Operator Responsibility	The aircraft is equipped as described in 135.159 (a) through (g) for Over the Top or Night VFR Operations.	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
135.161	Radio and Navigational Equipment: Aircraft Carrying Passengers Under VFR at Night or under VFR Over The Top	Operator Responsibility	The aircraft is equipped with dual two way communications radios as well as both long range and short range navigation equipment. It is the operator's responsibility to determine if the installed equipment is compliant with 14 CFR 135.161 for the route to be flown.	Agrees
135.163 (a) to (e) (g)(h)	Equipment Requirements: Aircraft Carrying Passengers Under IFR	Operator Responsibility	The airplane is equipped as required in 14CFR 135.163 (a) to (e), (g) and (h).	Agrees
135.165	Radio and Navigational Equipment: Extended Overwater or IFR Operations	Operator Responsibility	The airplane is equipped to comply with the Overwater and IFR Operations requirements of 135.165. AFM supplements for navigation equipment specify navigation operational capabilities for Extended Overwater Operations. The aircraft is optionally equipped with HF.	Agrees
135.167	Emergency Equipment: Extended Overwater Operations	Operator Responsibility		Agrees
135.169 (a)	Additional Airworthiness Requirements.	Not Applicable		Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
135.170 (a) (b) (c)	Materials for Compartment Interiors	Not Applicable.	135.170 (a), (b) and (c) is not applicable to Part 23 Commuter Category aircraft.	Agrees
135.171 (a)	Shoulder Harness Installation at Flight Crewmember Stations	Operator Responsibility	Each crewmember seat is equipped with an approved shoulder harness restraint system designed and certified to the inertia load factors of the aircraft certification basis.	Agrees
135.173	Airborne Thunderstorm Detection Equipment	Not applicable.	Model 525C can be optionally equipped with Thunderstorm Detection Equipment in compliance with 135.173.	N/A
135.175	Airborne Weather Radar Equipment	Operator Responsibility	Model 525C is standard equipped with Weather radar in compliance with 135.175.	Agrees
135.179 (a)	Inoperable Instruments and Equipment	Operator Responsibility	An FAA approved MMEL is available.	Agrees
135.180 (a) and (b)	Traffic Alert and Collision Avoidance System	Not Applicable	Model 525C is standard equipped with TCAS II that meets the requirements of 135.180. Additional information can be found in the AFM supplements.	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
135.181 (a)(2)	Performance Requirements: Aircraft Operated Over The Top or in IFR Conditions	Operator Responsibility	Single engine climb gradient information is included in the AFM for use in determination of compliance with 14 CFR 135.181 (a) (2). Optional CPCALC is also FAA approved by AFM Supplement and may be used for use in determination of compliance.	Agrees
135.183 (c)	Performance Requirements: Land Aircraft Operated Over Water	Operator Responsibility	Single engine climb gradient information is included in the AFM for use in determination of compliance with 14 CFR 135.181 (a) (2). Optional CPCALC is also FAA approved by AFM Supplement and may be used for use in determination of compliance.	Agrees
135.185	Empty Weight and Center of Gravity: Currency Requirement	Operator Responsibility	An FAA approved weight and balance manual is provided by Cessna.	Agrees
135.227 (a)(b)(c)(e)(f)	Icing Conditions: Operating Limitations	Operator Responsibility.	Model 525C AFM requires the aircraft to be free of frost, snow, or ice prior to takeoff. Takeoff with polished frost is prohibited. The aircraft is approved for flight into known icing conditions when the required equipment is installed and operating as defined in AFM, Section II, Operating Limitations, Kinds of Operations Equipment List.	Agrees

FAR	Requirement	Compliance	Remark	FSB Finding
135.363 (b)	Turbine Powered Large Transport Category Airplanes Performance Operating Limitations	Not Applicable	Model 525C is Part 23 Commuter Category airplane	Agrees
135.419	Approved Aircraft Inspection Program	Operator Responsibility		Agrees
135.425	Maintenance, Preventive Maintenance and Alteration Programs	Operator Responsibility		Agrees
135.427 (b)	Manual for Maintenance, Preventive Maintenance and Alterations	Operator Responsibility		Agrees