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Cessna 525 **CE-525,525A,525B,525C**

Thomas Kieffaber
Chair, Flight Standardization Board

Federal Aviation Administration
Kansas City Aircraft Evaluation Group
901 Locust Street, Department of Transportation Building
Kansas City, MO 64106

Telephone: (316) 329-3233
FAX: (316) 329-3241

RECORD OF REVISIONS

Revision Number	Sections	Pages Affected	Date
(Original)	All	All	12/11/1992
Revision 1	Specifications for Checking	9	04/15/1996
Revision 2	All	All	12/21/2006
Revision 3	Specifications for Currency Appendix 1	7,9	04/09/2007
Revision 4	All	All	12/02/2011
Revision 5	All	All	06/04/2014
Revision 6	Purpose and Applicability, Pilot "Type Rating" Requirement Master Difference Requirements (MDR) Operator Difference Requirements (ODR) FSB Specifications for Training FSB Specifications for Checking FSB Specifications for Recency of Experience Aircraft Regulatory Compliance Checklist Miscellaneous Appendix 1 Appendix 5	7,9 10 10 11 15,16 18 19,20,21 22 26 28 68,69,71	12/01/2014

HIGHLIGHTS OF CHANGE

Revision	Date	SUMMARY
0	12/11/1992	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.

Revision	Date	SUMMARY
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 Removed outdated operating rule compliance checklist for 525B.
5	06/04/2014	Revised MDR and ODR tables. Added 525 M2 differences training with G3000 and synthetic vision to report. Reformat report.
6	12/01/2014	Revised report to include 525B/CJ3+ with G3000. Airplanes 525B-0057 and -0451 and On. Revised differences training for Pro Line 21 to Garmin 3000 aircraft.

CONTENTS

SECTION	PAGE
RECORD OF REVISIONS.....	2
HIGHLIGHTS OF CHANGE	2
CONTENTS	4
1. PURPOSE AND APPLICABILITY	6
2. PILOT “TYPE RATING” REQUIREMENT	10
3. “MASTER DIFFERENCE REQUIREMENTS” (MDR)	10
4. “OPERATOR DIFFERENCE REQUIREMENTS” (ODR) TABLES	11
5. FSB SPECIFICATIONS FOR TRAINING	11
6. FSB SPECIFICATIONS FOR CHECKING.....	17
7. FSB SPECIFICATIONS FOR RECENCY OF EXPERIENCE	19
8. AIRCRAFT REGULATORY COMPLIANCE CHECKLIST	21
9. FSB SPECIFICATIONS FOR TRAINING DEVICES AND SIMULATORS.....	24
10. APPLICATION OF FSB REPORT	24
11. ALTERNATE MEANS OF COMPLIANCE	24
12. MISCELLANIOUS	25

- APPENDIX 1. MASTER DIFFERENCE REQUIREMENTS (MDR) TABLE
- APPENDIX 2. ACCEPTABLE OPERATOR DIFFERENCE REQUIREMENTS (ODR) TABLES
- APPENDIX 3. CLASS 3 ELECTRONIC FLIGHT BAG OPERATIONAL EVALUATION
Rockwell Collins Integrated Flight Information System (IFIS-5000)
- APPENDIX 4. CLASS 3 ELECTRONIC FLIGHT BAG OPERATIONAL EVALUATION
Cessna 525 Aircraft Modified by G1000 STC SA01594WI-D.
- APPENDIX 5. Differences Training CE-525 Aircraft equipped with Pro Line 21 to G3000
Flight Suite
- APPENDIX 6. CLASS 3 ELECTRONIC FLIGHT BAG OPERATIONAL EVALUATION
Cessna 525 Aircraft equipped with Garmin 3000 Integrated Flight Suite
- APPENDIX 7. OPERATING RULES COMPLIANCE CHECKLIST

1. PURPOSE AND APPLICABILITY

1.1 Primary Purpose. This report specifies master training, checking, and currency requirements applicable to flight crews operating Cessna Model 525, 525A, 525B, and 525C aircraft under Title 14 Code of Federal Regulations (14 CFR) part 91, subpart K of part 91, part 135 and part 142 Training Centers. This report can assist operators in the development and approval of training programs by their Principal Operations Inspectors (POI) and FAA Training Center Program Managers (TCPM).

Note: All regulatory references within this report are found in 14 CFR, unless otherwise indicated.

The guidelines in this report apply to: operations inspectors, principal operations inspectors (POIs), training center program managers (TCPMs), and aircrew program managers (APMs). This Report also applies to part 91K and part 135 Air Carrier check airmen and instructors, airline transport pilots instructing in air transportation service, Certificated Flight and Ground Instructors (CFI), Aircrew Program Designees (APD), Training Center Evaluators (TCEs), and parts 61, 135, 141 and 142 training providers.

Provisions of this report:

- a) Identify Pilot “type rating” requirements assigned to the CE-525 (Second In Command Required), and CE-525S pilot type rating for the Cessna 525, 525A, 525B, and 525C,
- b) Describe any unique requirement applicable to initial, transition, upgrade, or recurrent training,
- c) Describe “Master Difference Requirements (MDR)” for flight crews requiring differences qualification for mixed-fleet-flying or transition,
- d) Provide examples of acceptable “Operator Difference Requirements (ODR)” tables,
- e) Describe acceptable training program and training device characteristics when necessary to establish compliance with applicable MDR table,
- f) Identify checking and currency standards to be applied by FAA or operators,
- g) Report Electronic Flight Bag (EFB) results, and
- h) Provide a listing of regulatory compliance status (compliance checklist) for the pertinent 14 CFR, Advisory Circulars (AC), and other operationally related criteria that was reviewed and evaluated by the Aircraft Evaluation Group (AEG) for 525C.

1.2 This report addresses CE-525 series aircraft as specified in the FAA Type Certificate Data Sheet (TCDS) #A1WI. This report is applicable to all training and checking in the aircraft as well as currency and experience requirements.

1.3 The provisions of this Flight Standardization Board (FSB) report are effective until amended, superseded, or withdrawn by subsequent revisions to this report.

1.4 Determinations made in this report are based on the evaluations of specific CE-525 aircraft equipped in a given configuration and in accordance with current regulations and guidance. Modifications and upgrades made to the models described herein, or introduction of new variant aircraft, may require amendment of the findings in this report. The FSB reserves responsibility/authority to re-evaluate and modify sections of this report based on new or revised Advisory Circular material or revisions to parts 91, 91K, and 135, aircraft operating experience, or the testing of new or modified aircraft under the provisions of AC 120-53, Guidance for Conducting and Use of Flight Standardization Board Evaluations, as amended.

1.5 Relationship between this FSB report and an AQP program. Differences between this FSB report and an operator's proposed training, checking, and currency requirements under an Advanced Qualification Program (AQP), must be justified and documented as part of the applicant's AQP approval process. Program approvals under AQP need to ensure the basic provisions and requirements of this report have been addressed and, where necessary, coordination with the appropriate Flight Standardization Board has been completed.

1.6 Terminology. The term "must" is used in this FSB report and certain MDR footnotes, if used, even though it is recognized that this report (as well as AC 120-53, on which it's based) provides one acceptable means, but not necessarily the only means of compliance with part 91K or part 135. The term "must" acknowledges the need for operators to fully comply with this FSB report and MDR and ODR provisions of AC 120-53 are to be used by the operator as the means of complying with part 91K and part 135.

1.7 This report includes:

- a) Minimum training, checking, and currency requirements for operator programs for approval by FAA field offices, (e.g. MDRs, Type Rating designations, etc.),
- b) General advisory information which may be approved for that operator (e.g. MDR footnotes, acceptable ODR tables),
- c) Information which is used to facilitate FAA review of an aircraft type or variant aircraft that is proposed for use by an operator (e.g. compliance checklist), and
- d) Requirement for Inspectors and Designees/Check Airmen to receive initial and recurrent training on both CE-525 equipped with Pro Line 21 and G3000 flight suite.

Various sections of this report are qualified as to whether compliance (considering the provisions of AC 120-53) is required or is advisory in nature.

1.8 This report also provides:

Information which is advisory in nature, but may be mandatory (under 14 CFR part 91K Management Specifications or part 135 operations specifications for particular operators) if the designated configurations apply and if approved for that operator.

1.9 Relevant acronyms are defined as follows:

14 CFR	Title 14, Code of Federal Regulations
AC	Advisory Circular
ACO	Aircraft Certification Office
ADS	Automatic Dependent Surveillance
AEG	Aircraft Evaluation Group
AFM	Airplane Flight Manual
AFS	Flight Standards Service
ANP	Actual Navigation Performance
APD	Aircrew Program Designee
APM	Aircrew Program Manager
AP	Autopilot
APM	Aircrew Program Manager
AQP	Advanced Qualification Program
ASI	Aviation Safety Inspector
ATD	Aviation Training Device
ATP	Airline Transport Pilot
CFR	Code of Federal Regulations
CHDO	Certificate Holding District Office
CNS	Communications, Navigation, and Surveillance
CPDLC	Controller Pilot Data Link Communication
DC	Display Controller
DP	Departure Procedure
EFB	Electronic Flight Bag
EFIS	Electronic Flight Instrument System
EGPWS	Enhanced Ground Proximity Warning System
EICAS	Engine Indicating and Crew Alerting System
FAA	Federal Aviation Administration
FADEC	Full Authority Digital Engine Control
FANS	Future Air Navigation Systems
FGS	Flight Guidance System
FMA	Flight Mode Annunciator
FMS	Flight Management System
FSB	Flight Standardization Board
FFS	Full Flight Simulator
FTD	Flight Training Device
IPT	Integrated Procedures Trainer
IMC	Instrument Meteorological Conditions

IRS	Inertial Reference System
LOE	Line Oriented Evaluation
LOFT	Line Oriented Flight Training
MMEL	Master Minimum Equipment List
MCDU	Multi-Function Control Display Units
MDR	Master Differences Requirements
MFD	Multi-Function Display
MFF	Mixed Fleet Flying
MKC-AEG	Kansas City Aircraft Evaluation Group
NSP	National Simulator Program
ODR	Operator Differences Requirements
PFD	Primary Flight Display
PIC	Pilot in Command
POI	Principal Operations Inspector
PTS	Practical Test Standard
QRH	Quick Reference Handbook
RFMU	Radio Frequency Management Unit
RVSM	Reduced Vertical Separation Minimum
SIC	Second-in-Command
SOE	Supervised Operating Experience
STAR	Standard Terminal Arrival Route
SVS	Synthetic Vision System
TAWS	Terrain Awareness and Warning System
TCAS	Traffic Alert and Collision Avoidance System
TCDS	Type Certificate Data Sheet
TCE	Training Center Evaluator
TCPM	Training Center Program Manager
VMC	Visual Metrological Conditions
VNAV	Vertical Navigation
V ₁	Takeoff Decision Speed
V _R	Takeoff Rotation Speed
V ₂	Takeoff Safety Speed
V _{REF}	The airspeed equal to the landing 50-foot point speed (1.3 VSO) with the landing flap position and landing gear extended.
91K	14CFR Part 91 Subpart K

2. PILOT “TYPE RATING” REQUIREMENTS

2.1 Pilot-In Command Type Rating. In accordance with the provisions of parts 1, 61, 91, 91K and 135, the pilot type rating for Cessna Models 525, 525A, 525B, 525C, Cessna 525 aircraft equipped with G1000 (STC SA01594WI-D) or G3000 flight suite and CE-525B equipped with G3000 flight suite, are designated as CE-525S and CE-525.

2.2 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.

2.2 Second-In-Command (SIC) Type Rating. In accordance with the provisions of § 61.55, FAA Order 8900.1 Volume 5 Chapter 2, Section 5, Paragraph 5-325, a SIC Privileges Only type rating can be issued as “CE-525” with Limitation for “CE-525 SIC Privileges Only”.

3. “MASTER DIFFERENCE REQUIREMENTS” (MDR)

3.1 Common Requirements (All CE-525).

3.1.1 Landing Minima Categories § 97.3. The CE-525 is considered Category “B” aircraft for the purposes of determining normal “straight-in” landing weather minima and Category “B” for normal circling approaches unless otherwise required by procedure, 14 CFR Regulations or Operations Specifications.

3.1.2 Normal “Final Landing Flap Setting”. The normal “final landing flap setting” per § 91.126(c) is considered to be “Flaps 35/Land” for all CE-525 aircraft.

3.2 Master Difference Requirements.

3.2.1 Requirements for particular CE-525 Related Aircraft Combinations. Master Difference Requirements (MDRs) for variant aircraft of the CE-525 are shown in Appendix 1. These provisions apply when differences between related aircraft exist which affect flight crew knowledge, skills, or abilities related to flight safety (e.g., Level A or greater differences as defined in AC 120-53, as amended).

3.2.2 MDR Footnotes. Footnotes to MDR requirements define acceptable “required means” or “alternate means” of compliance. A footnote can indicate requirements that are less restrictive than the basic designation, or more restrictive than the basic designation, depending on the significance of the differences between related aircraft.

4. “OPERATOR DIFFERENCE REQUIREMENTS” (ODR) TABLES

4.1 ODR Tables. ODR tables are developed by each individual part 91K and part 135 operator when differences exist which affect crew qualification. ODR tables are used to show an operator compliance methods. Detailed generic sample ODR tables are on file with the Kansas City AEG. Copies are available on request. These ODR tables are provided as generic tables, and therefore may not include items that are applicable to particular operators.

4.2 Operator Preparation of ODR Tables. Operators flying a “mixed fleet” of CE-525 aircraft equipped with Pro Line 21 and G3000 flight suite aircraft must have approved ODR tables pertinent to their fleet. The POI should coordinate this action with the FSB Chair, AFS-200 and AFS-800 (as appropriate).

4.3 ODR Table Coordination. Unless identical or equivalent ODR tables have been previously approved by the FAA, new ODR tables proposed by operators should be coordinated with the FSB prior to FAA approval and implementation. FSB coordination ensures consistent treatment of variant CE-525 aircraft between various operators, and compatibility of each ODR table with MDR provisions.

4.4 ODR Table Distribution. Original FAA approved ODR tables are to be retained by the operator. Copies of FAA approved ODR tables are to be retained by the Certificate Holding District Office (CHDO) and should be provided to the CE-525 FSB Chair at the Kansas City Aircraft Evaluation Group (AEG).

5. FSB SPECIFICATIONS FOR TRAINING

5.1 General

5.1.1 Assumptions Regarding Airmen’s Previous Experience. The provisions of this Section apply to programs for airmen who have experience in part 91K or part 135 operations, former military, commuter or corporate pilots and multi-engine transport turbojet aircraft, including glass cockpit and FMS experience. For airmen not having this experience, additional requirements may be appropriate as determined by the POI, TCPM, FSB, and/or AFS-200/800.

5.1.2 Training for Seat Dependent Tasks. Accomplishment of certain tasks, procedures, or maneuvers requires training of a crewmember for a particular crew position (e.g. captain, first officer, international relief officer, check airman, etc.). Training programs should recognize and address the necessary seat/position related tasks for the applicable crewmember. Accordingly, training programs should address seat dependent tasks or maneuvers to the extent necessary to satisfy crew qualification objectives and should be in accordance with ODR tables when applicable.

5.1.3 Second-In-Command Training. Flight Crews qualify to serve as SIC must accomplish certain tasks, procedures or maneuvers for the SIC crew position. Training programs should address all training elements of § 61.55. SIC Pilot Type Rating may be issued in accordance with § 61.55, provided training tasks stipulated by this report, are also completed.

5.1.4 Future Air Navigation Systems (FANS)/RNP/ANP/CNS/CPDLC/ADS. Flight Crews operating aircraft equipped with FANS software should receive appropriate instruction in its general operational functions, appropriate uses for areas of operation, routes, or procedures to be flown. General training should address communications, navigation, and surveillance (CNS) functions covered by FANS, RNP, and ANP. In addition, sufficient training in use of data link communication and Automatic Dependent Surveillance (ADS) to ensure adequate knowledge, skill, and proficiency for flight crews to operate the above system(s) in typical daily operations (requiring their use) should be provided.

5.2 Pilots Initial, Transition and Upgrade Training

5.2.1 Pilots Initial, Transition and Upgrade Ground Training. Initial, transition, or upgrade ground training for the CE-525 is accomplished as specified by §§ 61.155, 91.1101 and 135.345.

5.2.2 Pilots Initial, Transition and Upgrade Flight Training. Initial, transition, or upgrade flight training for the CE-525 is accomplished as specified by §§ 61.157, 91.1103 and 135.347.

5.2.3 Crewmember Emergency Training. Crewmember emergency training should be conducted for the CE-525 in accordance with part 61, part 91K and part 135. The objective of emergency training for the CE-525 aircraft is to provide crewmembers with the necessary knowledge concerning emergency equipment, situations, and procedures, to ensure implementation of the correct actions in the event of an emergency.

Emergency training consists of instruction on the location, function, and operation of emergency equipment that is different in each variant aircraft of the CE-525 and from other aircraft in the operator's fleet. Where emergency equipment is common, instruction may be adjusted for crewmembers qualified and current on this equipment, provided records are available which demonstrate that crewmembers meet §§ 91.1083 or 135.331 requirements. For example, if the fire extinguishers are common to fire extinguishers on other aircraft in the operator's fleet, training may be simultaneously credited for both aircraft. Conversely, for equipment that is unique to the CE-525, training on the emergency equipment for each related aircraft is required. Emergency training also consists of instruction in crewmember emergency assignments and procedures including crew coordination and communication, the handling of emergency or other unusual situations, and emergency performance and observation drills that are specific to each variant aircraft of the CE-525.

In accordance with §§ 91.1083, 135.331 and FAA Order 8900.1, Volume 3, Chapter 19, Section 4, emergency training requirements refer to two types of training: “general” emergency training and “aircraft-specific” emergency training. General emergency training is instruction on those emergency items that are common to all CE-525 aircraft in the operator's fleet, e.g., instruction on fire extinguishers and firefighting procedures, if common to all aircraft. Aircraft-specific emergency training is training on those items that are specific to the CE-525 aircraft.

As part of an approved training program, an operator may use many methods when conducting aircraft-specific emergency training, including classroom instruction, pictures, videotape, and ground training devices, computer-based instruction, and static aircraft training.

There are no specified training program hours for Crewmember Emergency Training. A chart addressed in FAA Order 8900.1 Volume 3, Chapter 19, Section 4, Table 3-47 provides “National Norms” for the approval of the general emergency training program hours. The complexity of the different related aircraft of the CE-525 and the complexity of the type of operation to be conducted should be considered when approving the CE-525 aircraft-specific emergency training.

5.2.4 Areas of Emphasis. The following areas of emphasis should be addressed during ground and flight training:

Ground training in the following subjects for the CE-525 is required:

- a) Crew Resource Management,
- b) Cockpit Familiarization,
- c) Aircraft General Description (Interior/Exterior),
- d) Review of the AFM and Operating Manuals to include Normal & Abnormal Procedures and Limitations,
- e) Lighting Systems,
- f) EICAS (Engine Indicating and Crew Alerting System),
- g) Powerplant,
- h) Fire Protection System,
- i) Electrical System,
- j) Fuel System,
- k) Hydraulic System,
- l) Landing Gear, Power/Anti-skid Brake Systems,
- m) Flight Controls,
- n) Pneumatics,
- o) Air Conditioning System,
- p) Ice & Rain Protection Systems,
- q) Oxygen System,
- r) Pressurization System,
- s) Preflight Procedures,
- t) PFD and MFD Displays & Controls and Avionics Systems,
- u) Flight Management System (FMS),
- v) Systems Integration Training,

- w) MMEL Procedures,
- x) Introduction to Performance,
- y) Weight & Balance Procedures,
- z) Aircraft Performance Procedures and Limitations,
- aa) Automatic Flight Control System,
- bb) High Altitude Operations, and
- cc) Electronic Flight Bag (EFB).

Particular emphasis should be placed upon takeoff and landing performance. The definitions of and the significance of: V_1 , V_R , V_2 , and V_{ref} , should be thoroughly explained. The determination of maximum takeoff and landing weight due to climb capability, obstacle clearance requirements, and brake energy limits should be thoroughly understood by the student.

Flight training for the CE-525: Flight Training should focus on the following events or maneuvers:

- a) Exterior inspection,
- b) Cockpit/Cabin Familiarization,
- c) Systems Tests and Checks,
- d) Multiple approaches requiring reprogramming of approaches into the avionics system,
- e) Stalls to first indication of stall warning,
- f) No Flap Landing Procedures,
- g) Normal Procedures,
- h) Abnormal Procedures,
- i) Emergency Procedures to include an approach simulating using only Emergency power,
- j) Flight Operations in the Reversionary Display Modes,
- k) VMC and IMC approaches (with and without Synthetic Vision, if applicable), and
- l) Engine failure, after V_1 and/or missed approach.

5.2.5 Training for Seat Dependent Tasks. Accomplishment of certain tasks, procedures, or maneuvers require training of a crewmember for a particular crew position (i.e. captain, first officer, check airman, etc.). Training programs should recognize and address the necessary seat/position related tasks for the applicable crewmember. Accordingly, training programs should address seat dependent tasks or maneuvers to the extent necessary to satisfy crew qualification objectives, and IAW ODR tables when applicable.

5.2.6 Second-In-Command Crew Training. SIC crew training is accomplished as specified in § 61.55. Training programs should address tasks stipulated in FSB Specifications for Training; Areas of Emphasis, Training for Seat Dependent Tasks and SIC Crew Training are accomplished.

5.3 Differences Training. Differences Training from CE-525 aircraft equipped with Pro Line 21 and G3000 flight suite variant: refer to Appendix 5.

5.3.1 General. Unless an initial or transition program is completed for each related aircraft, differences training is necessary for each related aircraft or type, as provided in MDR and ODR tables (reference §§ 91.1103 or 135.347). Detailed generic sample ODR tables may be obtained through the Kansas City AEG. Copies are available on request. MDR and ODR tables provide guidelines for differences training requirements applicable to particular aircraft equipment.

- a) A Differences Training Program prerequisite is that a trainee has completed initial, upgrade, or transition training in one related aircraft and will receive differences training for the other related aircraft.
- b) When a Differences Training Program involves related aircraft having the same Pilot Type Rating, coverage of differences may be completed either coincident with each phase of an initial, upgrade, or transition training course, or following completion of that training course. The differences training must be consistent with the provisions of the approved applicable MDR/ODR Tables.

5.3.2 Differences Ground Training. Differences ground training is required on the topics applicable to the pertinent variant aircraft and is shown by applicable ODR tables.

5.3.3 Differences Flight Training. Difference flight training is required in the topics and maneuvers applicable to the pertinent related aircraft that is shown by applicable ODR tables.

5.4 Recurrent Training:

5.4.1 Recurrent Ground Training. Courses must include appropriate training in accordance with §§ 91.1107 or 135.351 for each variant CE-525 aircraft as specified by MDR and ODR tables for differences training.

5.4.2 Recurrent Flight Training. Courses require appropriate maneuvers and procedures identified in §§ 91.1107 or 135.351 or as otherwise described in this report. Maneuvers and procedures must account for differences between each variant CE-525 aircraft operated. The ODR table(s) must identify the differences.

5.4.3 Mixed Fleet Operations Recurrent Training Considerations. For mixed fleet flying, CE-525 aircraft equipped with Pro Line 21 and G3000 flight suite. Recurrent Training may alternate between CE-525 aircraft equipped with Pro Line 21 and G3000 flight suite, provided that the differences identified in ODR tables are covered.

5.5 Operating Experience:

5.5.1 Operating Experience Pertinent to Each Flight Crewmember. Operating experience must be obtained while serving in a primary crew position.

5.5.2 Separate Operating Experience for Single Fleet Operations. Operating experience for the CE-525 will be accomplished in the appropriate variant CE-525 aircraft.

5.5.3 Operating experience for Mixed Fleet Flying Operations. Separate operating experience applies to the CE-525 aircraft equipped with G3000 flight suite aircraft and other variant CE-525 aircraft.

5.5.4 Supervised Operating Experience (SOE). SOE required for a PIC Type Rating in accordance with part 61 pilot certification, must be accomplished from the left pilot seat. SOE required by pilot certification should include the tasks listed in 5.2.3 Crewmember Emergency Training, 5.2.4 Areas of Emphasis, 5.2.5 Training of Seat Dependent Tasks, and use of Synthetic Vision, if applicable.

5.6 Other Training:

5.6.1 Line Oriented Flight Training (LOFT) Programs. When operators have LOFT programs and operate base and variant CE-525 aircraft, POIs should review LOFT credits to assure suitability for each variant CE-525 aircraft.

5.6.2 Instrument Approaches. CAT II was not evaluated for CE-525.

Note: Operators should assure that flight crews are familiar with appropriate use of the flight control automation, including modes to be used, for the types of instrument approaches to be flown. This emphasis is also appropriate for aircraft that do not have certain navigation system sensors, such as ADF, installed.

5.6.3 Long Range/Extended Range/Overwater Flights. Due to criticality of fuel computations, flight crews should be familiar with all aspects of fuel management to include normal and abnormal procedures, published flight planning information, and the manner in which fuel computations are made.

5.6.4 Hazardous Weather and Winter Operations. Proper precautions and procedures regarding hazardous weather/winter operations should be addressed.

5.6.5 Controlled Flight Into Terrain (CFIT). Emphasis on altitude awareness, Ground Proximity Warning Systems (GPWS) warnings, situational awareness and crew coordination.

5.6.6 Reduced Vertical Separation Minimums (RVSM). Operating practices and procedures to include Traffic Alert and Collision Avoidance System (TCAS) alerts and annunciations.

5.6.7 Future Air Navigation Systems (FANS). Instruction in general operational functions, appropriate uses for areas of operation, routes, or procedures to be flown. Training to address Communications, Navigation, and Surveillance (CNS) functions, Required Navigation Performance (RNP), and Actual Navigation Performance (ANP). Training in Controller Pilot Data Link Communication (CPDLC) and Automatic Dependent Surveillance (ADS) to ensure adequate knowledge, skill, and proficiency to operate the above systems in typical daily operations should be provided (when installed).

5.6.8 Training Objective. The objective of both ground and flight training is train to proficiency.

6. FSB SPECIFICATIONS FOR CHECKING

6.1 General

6.1.1 Checking Items. Pertinent knowledge, procedures, and maneuvers specified by part 61, part 91K, part 135 and FAA Airline Transport Pilot and Aircraft Type Rating Practical Test Standards (PTS), document number FAA-S-8081-5F, as amended.

6.1.2 Areas of emphasis. The following areas of emphasis should be addressed during checks as necessary:

- a) Proficiency with manual and automatic flight must be demonstrated.
- b) Proper selection and use of PFD/MFD displays, raw data, flight director, and Flight Guidance System modes should be demonstrated, particularly during instrument approaches.
- c) Demonstration of FMS navigation (departures, arrivals, holds and approaches) proficiency.
- d) Proper outside visual scan without prolonged fixation on FMS operation should be demonstrated, and failure of component(s) of the FMS should be addressed.

6.1.3 No Flap Landings. Demonstration of a No Flap approach and landing during a check is appropriate. In accordance with Order 8900.1 Volume 5, Chapter 3, Section 2, paragraph 5-832, when the flight test is conducted in the airplane in actual flight, a touchdown from a no flap is not required. The approach should be flown to the point where the inspector, check airman or examiner can determine whether the landing would or would not occur in the touchdown zone.

6.2 Type Ratings

6.2.1 Oral Examinations. Oral examinations for the CE-525 may be completed at the end of the academic phase of training. When an airman is qualifying in the CE-525, oral test items need only address the CE-525 variant for which the test is being conducted.

6.2.2 Practical Tests. Practical tests may follow standard provisions of part 61, or approved Line Operational Evaluation (LOE) provisions of AQP and PTS. The satisfactory completion of a practical type rating evaluation in any CE-525 will meet the requirement for the CE-525 type rating. In order to operate another variant CE-525 aircraft, crewmembers operating under part 91K or part 135 are required to satisfactorily comply with the requirements of the MDR and ODR tables in Appendices 1 and 2. The same requirement should be followed by flight crewmembers operating under part 91.

6.2.3 Application For and Issuance Of Type Ratings. Airmen completing pertinent part 61, part 91K or part 135 requirements in a CE-525 in accordance with FSB requirements described in this report, may apply to the FAA for the CE-525 type rating endorsement. Upon completion of required tests, and submission of an application via Integrated Airman Certification and/or Rating Application (IACRA) or FAA Form 8710-1 (Airman Certification and/or Rating Application), an authorized designee or qualified ASI may issue the necessary pilot certificate with type rating. These checks must be administered by an authorized designee, or ASI who has been qualified on the specific variant of CE-525.

6.3 Proficiency Checks

6.3.1 General. Proficiency Checks are administered in accordance with part 61, part 91K or part 135. A proficiency check in a CE-525 suffices for the type, provided initial qualification, recurrent qualification and differences are conducted IAW MDR and approved ODR tables for that operator. These checks must be administered by an authorized check airman or qualified ASI who has been qualified on the specific variant of CE-525. Satisfactory completion of a proficiency check may be substituted for recurrent flight training as permitted in part 61, part 91K or part 135.

6.3.2 Proficiency Check for Mixed Fleet Flying, CE-525 aircraft equipped with Pro Line 21 and G3000 flight suite aircraft. Proficiency Checks for Mixed Fleet Flying may alternate checks each six calendar months for PIC's and annually for SIC's between CE-525 aircraft equipped with Pro Line 21 and G3000 flight suite aircraft. Aircraft differences must be addressed IAW the MDR and approved ODR tables for that operator.

7. FSB SPECIFICATIONS FOR RECENCY OF EXPERIENCE

7.1 Recency of Experience Required by part 61, part 91K or part 135. Each aircraft type is addressed separately unless otherwise approved. Recency of experience must include operation and programming of the FMS/G3000 and use of AFCS/Autopilot for departure, enroute, arrival and approaches.

7.1.1 Takeoff and landing credit. Landing currency required by part 61, part 91K and part 135 may be performed in any CE-525 variant. Landings are equivalent and may be credited to any CE-525 variant.

7.2 Currency for Mixed Fleet Flying. These are shown in MDR/ODR tables.

7.2.1 Level B Currency. When MDR/ODR specifies Level B Currency, currency is maintained by operating the variant aircraft within the previous 180 days. Currency may be re-established by review of all ODR Level B items identified for the pertinent variant aircraft to include Bulletins, Placards, Memos, Limitation, Operating Procedures and Manual Updates prior to operating the variant aircraft. A proficiency check in the variant aircraft or by completing applicable differences training requirements for the variant airplane is also an acceptable means to re-establish currency.

7.2.2 Level C Currency. When MDR/ODR specifies Level C Currency, currency is maintained by operating/flying the variant aircraft through a complete flight cycle (takeoff, departure, arrival, approach and landing) including an instrument approach procedure within the previous 90 days. Currency may be reestablished by operating the variant aircraft, Full Flight Simulator (FFS), or Level 6-7 Flight Training Device (FTD) with a qualified PIC for a minimum of one complete flight cycle, completing an approved differences course, completing a type rating practical test, completing any of the following checks in the variant aircraft, FFS or FTD by an authorized Check Airman, qualified Check Pilot, authorized TCE, Designated Examiner, a person qualified by the Administrator or a qualified ASI: §§ 61.57(d), 61.58, 91.1065, 91.1069, 135.293, 135.297, and 135.299. Section 135.299 check must be completed in the variant airplane, or compliance with §§ 61.57(c) or (d) recent flight experience requirements in the variant airplane.

7.2.3 Level D Currency. When MDR/ODR specifies Level D Currency, currency is maintained by operating/flying the variant aircraft through 3 complete flight cycles (takeoff, departure, arrival, approach and landing) within the previous 90 days. Currency may be reestablished by operating the variant aircraft, Full Flight Simulator (FFS), or Level 6-7 Flight Training Device (FTD) with a qualified PIC for a minimum of three complete flight cycles, completing an approved differences course, completing a type rating practical test, completing any of the following checks in the variant aircraft, FFS or FTD by an authorized Check Airman, qualified Check Pilot, authorized TCE, Designated Examiner, a person qualified by the Administrator or a qualified ASI: §§ 61.57(d), 61.58, 91.1065, 91.1069, 135.293, 135.297, and 135.299. Section 135.299 check must be completed in the variant airplane.

7.2.4 The currency level for flight crews, who are trained and qualified in both the CE-525 aircraft equipped with Pro Line 21 and G3000 flight suite, and who will be operating both CE-525 aircraft equipped with Pro Line 21 and G3000 flight suite, a pilot in command (PIC) must:

Within the six calendar months preceding the month of the flight, that person performed and logged at least the following tasks and iterations in both the CE-525 aircraft equipped with Pro Line 21 and G3000 flight suite:

Six flight cycles, a cycle includes: takeoff, departure, arrival, approach and landing, and Meet the currency requirements of 7.2.1, 7.2.2 and 7.2.3 listed above.

A PIC who is engaged in mixed fleet flying, with the CE-525 aircraft equipped with G3000 flight suite and another type rated aircraft, need only perform and log six flight cycles in the CE-525 aircraft equipped with G3000 flight suite, and Meet the currency requirements of 7.2.1, 7.2.2 and 7.2.3 listed above.

7.2.5 Use of a flight simulator (FFS) or flight training device (FTD) for maintaining recency of experience. Within the six calendar months preceding the month of the flight, that person performed and logged at least the following tasks and iterations in an FFS or FTD, provided the FFS or FTD represents the CE-525 aircraft equipped with Pro Line 21 and G3000 flight suite:

Six flight cycles, a cycle includes: takeoff, departure, arrival, approach and landing, and Meet the currency requirements of 7.2.1, 7.2.2 and 7.2.3 listed above.

A PIC who is engaged in mixed fleet flying, with the CE-525 aircraft equipped with G3000 flight suite and another type rated aircraft, need only perform and log six flight cycles in the CE-525 aircraft equipped with G3000 flight suite, and Meet the currency requirements of 7.2.1, 7.2.2 and 7.2.3 listed above.

7.2.6 Use of an Aviation Training Device (ATD) for maintaining recency of experience. Within the two calendar months preceding the month of the flight, that person performed and logged at least the following tasks in both, CE-525 aircraft equipped with Pro Line 21 and G3000 flight suite:

Six flight cycles, a cycle includes: takeoff, departure, arrival, approach and landing, and Meet the currency requirements of 7.2.1, 7.2.2 and 7.2.3 listed above.

A PIC who is engaged in mixed fleet flying, with the CE-525 aircraft equipped with G3000 flight suite and another type rated aircraft, need only perform and log six flight cycles in the CE-525 aircraft equipped with G3000 flight suite, and Meet the currency requirements of 7.2.1, 7.2.2 and 7.2.3 listed above.

7.2.7 Combination of completing instrument experience in an aircraft, FFS, FTD, and ATD. A person who elects to complete the instrument experience with a combination of an aircraft, FFS, FTD, and ATD must have performed and logged the following within the six calendar months preceding the month of the flight in both, CE-525 aircraft equipped with Pro Line 21 and G3000 flight suite:

Six flight cycles, a cycle includes: takeoff, departure, arrival, approach and landing, and Meet the currency requirements of 7.2.1, 7.2.2, and 7.2.3 listed above.

A PIC who is engaged in mixed fleet flying, with the CE-525 aircraft equipped with G3000 flight suite and another type rated aircraft, need only perform and log six flight cycles in the CE-525 aircraft equipped with G3000 flight suite, and Meet the currency requirements of 7.2.1, 7.2.2, and 7.2.3 listed above.

7.2.8 Instrument proficiency check. Except as provided in this section, a person who has failed to meet the instrument experience requirements for more than six calendar months may reestablish instrument currency only by completing an instrument proficiency check. The instrument proficiency check must consist of the areas of operation and instrument tasks required in the instrument rating practical test standards in the configuration applicable CE-525 variant.

7.2.9 Part 142 Instructor Currency. Part 142 Instructors conducting the complete practical training CE-525 aircraft equipped with Pro Line 21 and/or G3000 flight suite within the previous 90 days are considered to be current for applicable variant.

8. AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

8.1 Compliance Checklist (see Appendix 7).

Compliance checklists are provided as an aid to FAA Certificate Holding District Offices (CHDO) in identifying those specific rules or policies for which compliance has already been demonstrated to the FAA for aircraft having a particular aircraft type, and variant. The compliance checklist also notes rules or policies not demonstrated to the FSB, which must be demonstrated to CHDOs by operators. The Regulatory compliance checklist is located in Appendix 7

8.2 Discussion of Specific Compliance Checklist Items. Operational approval information is provided as an aid to CHDOs for identifying specific regulatory compliance.

8.2.1 Forward Observer Seat. Cessna 525 aircraft are not equipped with a dedicated forward observer seat, and Cessna does not offer a dedicated forward observer seat as an option. Due to the availability of various passenger configurations, the determination of suitability for use of a forward passenger seat for use in conducting enroute inspections will need to be determined by the CHDO or Inspector conducting enroute inspections.

8.2.2 Emergency Evacuation. Part 135 Operators must meet the requirements of § 135.123.

8.2.3 CE-525 Emergency Exits. Cessna 525C aircraft are equipped with, and required to carry a water barrier during all flights per an equivalent level of safety. The water barrier must also be accessible during all flights. The passenger briefing and passenger briefing cards must include instructions on water barrier location and use. The water barrier is required per flight manual procedures to be placed in the cabin door opening, in the event of a water landing. The water barrier is part of an equivalent level of safety in lieu of meeting § 25.807 requirements for ditching emergency exits for passengers. Flight crews must receive training on water barrier procedures as required by §§ 91.1083 and 135.331.

8.2.4 Ditching Demonstration. While no specific requirement for a ditching demonstration exists under parts 91/91K/135, operators/crewmembers must comply with the requirements of §§ 91.1083 and 135.331, and must be familiar with the general handling characteristics and procedures outlined in the aircraft flight manual.

8.2.5 Proving and Validation Tests. Proving and validation tests in accordance with §§ 91.1041 and 135.145 are appropriate in accordance with FAA Order 8900.1, Volume 3, Chapter 29, Section 3, when the CE-525 is new to a particular operator. When an operator is currently operating either CE-525 aircraft equipped with Pro Line 21 or G3000 flight suite aircraft and adds the other variant aircraft in the same kind of operation, proving tests are not required.

8.2.6 Electronic Flight Bag. CE-525, 525A, 525B and 525C aircraft equipped with Rockwell Collins Integrated Flight Information System (IFIS-5000). Findings for use of this configuration are located in Appendix 3 of this report. CE-525 (#0685, 0800 and On) and CE-525B (#0057, 0451 and on) aircraft are equipped with Garmin 3000 Integrated Flight Suite. Findings for use of this configuration are located in Appendix 5 of this report. Cessna 525 aircraft modified by G1000 STC SA01594WI-D, findings for use of this configuration are located in Appendix 4 of this report.

8.2.7 Electronic Checklist. Electronic Checklists were not evaluated. Printed Pilot Checklists are required for compliance with §§ 91.503, 91.1033 and 135.83. Type Certificate Data Sheet (TCDS) states “One pilot (in the left pilot seat) plus additional equipment as specified in the Kinds of Operations Equipment List (KOEL) contained in the Limitations Section of the FAA Approved AFM.”

8.2.8 Electronic Charts. CE-525, 525A, 525B and 525C aircraft equipped with Rockwell Collins Integrated Flight Information System (IFIS-5000) refer to Appendix 3 of this report. CE-525 (#0685, 0800 and On) and CE-525B (#0057, 0451 and on) aircraft are equipped with Garmin 3000 Integrated Flight Suite; refer to Appendix 5 of this report. Cessna 525 aircraft modified by G1000 STC SA01594WI-D, refer to Appendix 4 of this report.

8.2.9 Passenger briefing cards. The CHDO will need to verify passenger briefing cards meet requirements of §§ 91.1035 and 135.117, and match the interior configuration and emergency equipment installed. If the aircraft was delivered by Cessna with rafts and/or life preservers installed, passenger briefing cards normally include information on raft and/or life preserver location and use.

8.2.10 Cessna Aircraft Company CESNAV. Cessna Aircraft Company offers computer software for Cessna 525 aircraft. The software package is the Cessna Aircraft Company CESNAV. CESNAV includes the following programs or documents:

- Citation Loading Calculator (CLCalc)
- Citation Performance Calculator (CPCalc)
- Citation Electronic Operating Manual (EOM)
- MMEL O&M Procedures Guide
- Operating Manual (Reference Only)
- Flight Manual (Reference Only)
- Pilots Checklist (Reference Only)

The following is specific information on CESSNAV components.

CLCalc is a computer based software program designed to allow users to calculate and graph loading Weight and Balance of their aircraft. The Limitations Section of FAA approved Airplane Flight Manual for the 525 aircraft indicates the airplane must be operated in accordance with the approved loading schedule and refers to Weight and Balance Data Sheet and FAA Approved Weight and Balance Manual Model 525. The FAA Approved Weight and Balance Manual indicate CLCalc is approved for use as an alternative source to the FAA Approved Weight and Balance Manual to determine weight and balance data.

CPCalc is a computer based software program which if used in accordance with Cessna Aircraft Company CPCalc AFMS provides an alternate source to the takeoff and landing data presented in Section IV of the basic FAA approved AFM. The program also provides advisory (not FAA approved) Section VII Wet Landing performance information. For the program to be approved for use, the Airplane Flight Manual Supplement must be issued for the specific airplane flight manual. Operators using CPCalc must adhere to CPCalc AFMS limitations and procedures.

EOM is a computer based software program which provides advisory (not FAA approved) information for planning purposes.

9. FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

9.1 Device and Simulator Characteristics. Device and simulator characteristics are designated in AC 120-40, Airplane Simulator Qualification and 120-45, Airplane Flight Training Device Qualification (as amended) or part 60. The acceptability of differences between devices, simulators, and aircraft must be determined for each approved training program. Credits for training, checking, and currency in an approved FFS or FTD is allowed in accordance with the Airline Transport Pilot (ATP) and Aircraft Type Rating PTS, Appendix 1- Airplane Task vs Simulation Device Credit, as applicable, except where the report is more restrictive. 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 must be addressed by the POI.

9.2 Device Approval. Requests for device approval to be utilized during approved training should be made to the POI/TCPM. The POI/TCPM may approve these devices for that operator if their characteristics clearly meet the established FAA criteria and have been qualified by the National Simulator Program (NSP). Where devices do not clearly satisfy a given level, the POI/TCPM should request advice from the FSB Chair, NSP or AFS-200.

10. APPLICATION OF FSB REPORT

10.1 This report becomes effective when approved by the FAA (see Cover Sheet or Record of Revision page).

10.2 Training, checking and currency for the CE-525 aircraft must be conducted in accordance with all provisions of this report.

10.3 All FAA Approved Training Programs must incorporate the latest FAA Approved AFM Procedures, AFM checklists, manufacturer's recommendations and bulletins, training maneuvers and provisions of this report.

11. ALTERNATE MEANS OF COMPLIANCE

11.1 Approval Level and Approval Criteria. Alternate means of compliance to the requirements of this report must be approved by the Kansas City AEG, FSB Chair. If alternate means of compliance is sought, operators must show that the proposed alternate means provides an equivalent level of safety to the provisions of AC 120-53 (as amended) and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

11.2 Equivalent Safety. In the event alternate means of 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. FAA will generally not consider relief through alternate means of compliance unless sufficient lead time has been planned by an operator to allow for any necessary testing and evaluation.

11.3 Interim Programs. In the event unforeseen circumstances make it impossible for an operator to comply with MDR provisions, the operator may seek interim program approval rather than a permanent, alternate compliance method. Financial arrangements, scheduling adjustments, and similar reasons are not considered to be “unforeseen circumstances” for the purposes of this provision. Interim program approvals must be approved by the FSB Chair.

12. MISCELLANEOUS

12.1 FSB Board Record CE-525 (#0600-0684 and 0686-0701) to CE-525 (#0685, 0800 and On).

12.1.1 Background. Cessna made application for type rating determination for Model CE-525 M2 (#0685, 0800 and On) in December 2012, to include adding: Garmin G3000 Flight Suite, winglets, and minor interior modifications. This was to be a Joint FAA/EASA evaluation using JOEB OPS/FCL Common Procedures manual as guidance.

12.1.2 Board Composition. The FSB Board consisted of the Chair, an Aircraft Certification Office (ACO) Test Pilot, an EASA member, a NSP Inspector, and a National Resource Inspector (CE-525). All members current in base CJ1+ aircraft.

12.1.3 Applicant’s Proposal. The applicant submitted an application proposing MDR and ODR tables with training, checking and currency levels D/D/D.

12.1.4 Tests. As a result of the applicant’s proposal, the FSB conducted the T2 Test (Handling Qualities Comparison) combined with the T3 Test (System Differences Test and Validation of Training and Checking) in a conformed CE-525 (#0685, 0800 and On) M2 test aircraft at Wichita, Kansas during July 2013. The FSB noted no handling qualities differences from the base aircraft CE-525 (#0600-0684 and 0686-0701) CJ1+ and the CE-525 (#0685, 0800 and On) M2. T2 Testing (Handling Qualities Comparison) passed. The FSB determined that the differences training was not satisfactory and the T3 Test (System Differences Test and Validation of Training and Checking) was unsatisfactory.

Cessna provided a second T3, CE-525 (#0600-0684 and 0686-0701) CJ1+ to CE-525 (#0685, 0800 and On) M2 with two new ASI’s in November 2013. Requested levels for training, checking and currency were C/C/C. T3 was satisfactory with the recommendation to increase “hands on” time with the touch screen controllers. The training and evaluation was conducted in a Level C simulator with the motion and visual turned on. Cessna did not demonstrate to the FSB, training, checking, and currency at MDR table level C/C/C. It was the FSB determination that the MDR table would reflect D/D/D.

Cessna requested and was granted an amendment to type rating application to evaluate CE-525 (#0685, 0800 and On) M2 to CE-525 (#0600-0684 and 0686-0701) CJ1+, which was also conducted in November 2013. Two additional ASI's not rated in the CE-525, were trained in the CE-525 M2, then they evaluated differences between M2 and CJ1+. The FSB determined the T3 Test, CE-525 (#0685, 0800 and On) M2 to CE-525 (#0600-0684 and 0686-0701) CJ1+ was considered unsatisfactory.

A coordinated finding between the FAA and EASA concerning the CE-525 is that the CE-525 M2 is a CE-525 type rating. The MDR table reflects training, checking, and currency of D/D/D. ODR tables reflect training, checking, and currency at level D/D/D.

12.1.5 CE-525B FSB (#0001 thru 0056 and 0058 thru 0450) CJ3 to (#0057, 0451 and On) CJ3+: 8/18 thru 8/22/2014.

As a result of the applicant's proposal, the FSB conducted the T2 Test (Handling Qualities Comparison) combined with the T3 Test (System Differences Test and Validation of Training and Checking) in a conformed CE-525B.

FSB Board consisted of the Chair, an Aircraft Certification Office (ACO) Test Pilot, a NSP Inspector, and a National Resource Inspector (CE-525).

The FSB noted no handling qualities differences from the base aircraft CE-525B (#0001 thru 0056 and 0058 thru 0450) CJ3 and CE-525B (#0057, 0451 and On) CJ3+.

T2 Testing (Handling Qualities Comparison) passed. The FSB determined that the differences training was satisfactory and the T3 Test (System Differences Test and Validation of Training and Checking) was satisfactory. The MDR table reflects training, checking, and currency requirement levels. ODR tables reflect training, checking, and currency levels.

Flight Standardization Board finding concerning the CE-525B is that the CE-525B (#0057, 0451 and On) (CJ3+) is a CE-525 type rating.

Flight Standardization Board reviewed differences training, CE-525B (#0057, 0451 and On) CJ3+ to CE-525B (#0001 thru 0056 and 0058 thru 0450) CJ3. Additional review was given to CE-525 aircraft with Pro Line 21 to Garmin 3000, CE-525 aircraft with Garmin 3000 to Pro Line 21, and CE-525 aircraft Garmin 3000 to Garmin 3000. The results are reflected in the MDR Table in this report.

APPENDIX 1

Master Differences Requirements (MDR) Table 1/2

AIRPLANE TYPE RATING: CE-525, CE-525S		Use this table with MDR Table 2/2 for Differences Training CE-525 Aircraft						
		FROM AIRPLANE						
		CE-525 525-0001 to 0359 (CJ)	CE-525 525-0360 to 0599 (CJ1)	CE-525A 525A-0001 to 0299 (CJ2)	CE-525B 525B-0001 and On (CJ3)	CE-525 525-0600 to 0684, 0686 to 0701 (CJ1+)	CE-525A 525A-0300 and On (CJ2+)	CE-525C 525C-0001 and On (CJ4)
TO AIRPLANE	CE-525 525-0001 to 0359 (CJ)	A/A/B*	D/D/B	D/D/B	D/D/B	D/D/B	D/D/B	D/D/D
	CE-525 525-0360 to 0599 (CJ1)	D/D/B	A/A/B*	D/D/B	D/D/B	C/C/B	D/D/B	D/D/C
	CE-525A 525A-0001 to 0299 (CJ2)	D/D/B	D/D/B	A/A/B*	C/C/C	D/D/B	C/C/B	D/D/C
	CE-525B 525B-0001 and On (CJ3)	D/D/B	D/D/B	C/C/B	A/A/B*	D/D/B	C/C/B	D/D/C
	CE-525 525-0600 to 0684, 0686 to 0701 (CJ1+)	D/D/B	C/C/B	D/D/B	D/D/B	A/A/B*	D/D/B	D/D/C
	CE-525 525A-0300 and On (CJ2+)	D/D/B	D/D/B	C/C/B	C/C/B	D/D/B	A/A/B*	D/D/C
	CE-525C 525C-0001 and On (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

A/A/B* accounts for optional equipment installed.

AIRPLANE TYPE RATING:		Master Differences Requirements (MDR) Table 2/2					
CE-525, CE-525S		FROM AIRPLANE					
		CE-525 525-0600 to 0684 -0686 to -0701 (CJ1+)	CE-525A 525A- 0300 and On (CJ2+)	CE-525B 525B-0001 to 0056, 0058 to 0450 (CJ3)	CE-525C 525C-0001 and On (CJ4)	CE-525 525-0685, -0800 and On (M2)	CE-525B 525B-0057, 0451 and On (CJ3+)
TO AIRPLANE	CE-525 525-0600 to 0684 -0686 to -0701 (CJ1+)	A/A/B*	D/D/B	D/D/B	D/D/C	Not Evaluated	D/D/C
	CE-525A 525A-0300 and On (CJ2+)	D/D/B	A/A/B*	C/C/B	D/D/C	Not Evaluated	C/C/C
	CE-525B 525B-0001 to 0056, 0058 to 0450 (CJ3)	D/D/B	C/C/B	A/A/B*	D/D/C	Not Evaluated	C/C/C
	CE-525C 525C-0001 and On (CJ4)	D/D/C	D/D/C	D/D/C	A/A/B*	Not Evaluated	D/D/C
	CE-525 525-0685, -0800 and On (M2)	D/D/C	D/D/C	D/D/C	D/D/C	A/A/B*	D/D/C
	CE-525B 525B-0057, 0451 and On (CJ3+)	D/D/C	C/C/C	C/C/C	D/D/C	D/D/C	A/A/B*

Use this table with MDR Table 1/2 for Differences Training CE-525 Aircraft with Collins Pro Line 21 to Garmin 3000 and Garmin 3000 to Pro Line 21.

Differences Training between M2 and CJ3+ are D/D/C for rudder bias/performance.
 A/A/B* accounts for optional equipment installed.

APPENDIX 2

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)				COMPLIANCE METHOD					
BASE AIRCRAFT: CE-525B (CJ3)									
APPROVED BY (POI)_____				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)				COMPLIANCE METHOD					
BASE AIRCRAFT: CE-525B (CJ3)									
APPROVED BY (POI)_____				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/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	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/CUR R	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CUR R
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

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525B (CJ3) 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 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/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.	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

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 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/CUR R	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CUR R
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

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 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
ATA 28 Fuel System	Increased fuel capacity. Single point refueling.	None	Yes	X				A	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
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-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 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
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/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. 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/CUR R	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CUR R
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

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 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. 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
ATA 28	Increased fuel capacity. Single point refueling.	None	Yes	X				A	B

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
Fuel System									
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

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 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
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-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-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/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
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-525 w/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 w/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 w/G1000 STC SA01594WI-D 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 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

Operator Differences Requirements

Definitions used in the ODR Tables:	
X	= Pilot's Operating Handbook and or Flight Manual Supplement
CBT	= Computer Based Training
ICBT	= Interactive Computer Based Training
FTD-6	= Level 6 Flight Training Device
CPT	= Cockpit Procedure Trainer
AC	= Aircraft

DIFFERENCE AIRCRAFT: Cessna 525 M2 BASE AIRCRAFT: Cessna 525 CJ1+ APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN FEATURE	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
Airplane Configuration	Winglets added	No	No	X					
Panel Layout	G3000 system replaces Collins Proline 21 Switches rearranged on new tilt panel to accommodate touch controllers in center tilt panel	No	Yes				FTD-6	D	D
Usable fuel increase	90 lb. of additional usable fuel	No	No	X					
Thrust	Up to 9% climb and 12%	No	No	X					

DIFFERENCE AIRCRAFT: Cessna 525 M2 BASE AIRCRAFT: Cessna 525 CJ1+ APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN FEATURE	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
increase	cruise thrust increase								

DIFFERENCE AIRCRAFT: Cessna 525 M2 BASE AIRCRAFT: Cessna 525 CJ1+ APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
21 Environmental Control	Temperature and pressurization control incorporated into the GTCs, replacing manual switches and knobs. Backup control still provided with manual switches. Remaining pressurization controls relocated from center tilt panel to left tilt panel.	No	Yes		ICBT			B	A
22 Auto Flight	Garmin AFCS replaces Collins AFCS. The AFCS mode selector panel is relocated from above each PFD to a central location on the fire tray.	No	Yes				FTD-6	D	D

DIFFERENCE AIRCRAFT: Cessna 525 M2 BASE AIRCRAFT: Cessna 525 CJ1+ APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
23 Communications	Two GTCs replace radio tuning units.	No	Yes		ICBT			B	A
24 Electrical Power	Emer bus items include PFD 1 and the left GTC to allow most avionics functionality during emergency/abnormal procedures that require using the emer bus.	No	Yes				FTD-6	D	D
24 Electrical Power	Dispatch switch powers the MFD and left GTC to allow preflight planning without powering all aircraft systems.	No	Yes	X					
31 Indicating and Recording	Systems test incorporated into touch screen controllers	No	Yes		ICBT			B	A
31 Indicating and Recording	CAS messages replace the annunciator panel.	No	Yes				FTD-6	D	D
33 Lights	Lighting controls relocated on switch panel and partly automated and integrated into the GTCs.	No	Yes	X					
34 Navigation	FMS functions are provided on two GTCs instead of a dedicated FMS controller.	No	Yes				FTD-6	D	D
34 Navigation	Garmin PFD/MFD replaces Collins PFD/MFD. A PFD controller for	No	Yes				FTD-6	D	D

DIFFERENCE AIRCRAFT: Cessna 525 M2 BASE AIRCRAFT: Cessna 525 CJ1+ APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
	each PFD is located on the fire tray.								
34 Navigation	Garmin Synthetic Vision Technology added.	No	Yes				FTD-6	D	D
34 Navigation	Standby flight display relocated to fire tray.	No	Yes				FTD-6	D	D
35 Oxygen	Oxygen gauge on EIS replaces a mechanical oxygen gauge.	No	No	X					
74 Ignition	Engine ignition control on the GTCs replaces switches.	No	No	X					
76 Engine controls	Engine start switches moved from left panel to pedestal.	No	No	X					
76 Engine controls	FADEC reset switches moved to the GTCs. FADEC channel select buttons are removed.	No	No	X					
76 Engine controls	Throttles shortened by 1 inch.	No	No	X					
77 Engine Indicating	Garmin EIS display replaces Collins EIS display and annunciator panel.	No	Yes		ICBT			B	A

DIFFERENCE AIRCRAFT: Cessna 525 M2 BASE AIRCRAFT: Cessna 525 CJ1+ APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
PTS Maneuvers	No Changes	Minor	No		ICBT				

Operator Differences Requirements

Definitions used in the ODR Tables:	
X	= Pilot's Operating Handbook and or Flight Manual Supplement
	CBT = Computer Based Training
	ICBT = Interactive Computer Based Training
	FTD-6 = Level 6 Flight Training Device
	CPT = Cockpit Procedure Trainer
	AC = Aircraft

DIFFERENCE AIRCRAFT: Cessna 525B (CJ3+) BASE AIRCRAFT: Cessna 525B (CJ3) APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CUR R	
DESIGN FEATURE	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
Panel Layout	<ul style="list-style-type: none"> G3000 system replaces Collins Proline 21 Switches rearranged on new tilt panel to accommodate touch controllers in center tilt panel 	No	Yes			FTD-6		D	C

DIFFERENCE AIRCRAFT: Cessna 525B (CJ3+) BASE AIRCRAFT: Cessna 525B (CJ3) APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
21 Environmental Control	Temperature and pressurization control incorporated into the GTCs, replacing manual switches and knobs. Backup control still provided with manual switches. Remaining pressurization controls relocated from center tilt panel to left tilt panel.	No	Yes		ICBT			B	A
22 Auto Flight	Garmin AFCS replaces Collins AFCS. The AFCS mode selector panel is relocated from above each PFD to a central location on the fire tray.	No	Yes			FTD-6		C	C
23 Communications	Two GTCs replace radio tuning units.	No	Yes		ICBT			B	A
24 Electrical Power	Emer bus items include PFD 1 and the left GTC to allow most avionics functionality during emergency/abnormal procedures that require using the emer bus.	No	Yes			FTD-6		C	C
24 Electrical Power	Dispatch switch powers the MFD and left GTC to allow preflight planning without powering all aircraft systems.	No	Yes	X					

DIFFERENCE AIRCRAFT: Cessna 525B (CJ3+) BASE AIRCRAFT: Cessna 525B (CJ3) APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
31 Indicating and Recording	Systems test incorporated into touch screen controllers	No	Yes		ICBT			B	A
31 Indicating and Recording	CAS messages replace the annunciator panel.	No	Yes			FTD-6		C	C
33 Lights	Lighting controls relocated on switch panel and partly automated and integrated into the GTCs.	No	Yes	X				B	A
34 Navigation	FMS functions are provided on two GTCs instead of a dedicated FMS controller.	No	Yes			FTD-6		C	C
34 Navigation	Garmin PFD/MFD replaces Collins PFD/MFD. A PFD controller for each PFD is located on the fire tray.	No	Yes			FTD-6		C	C
34 Navigation	Garmin Synthetic Vision Technology added.	No	Yes			FTD-6		C	C
34 Navigation	Standby flight display relocated to fire tray.	No	Yes			FTD-6		C	C
35 Oxygen	Oxygen gauge on EIS replaces a mechanical oxygen gauge.	No	No	X					
74 Ignition	Engine ignition control on the GTCs replaces switches.	No	No	X					
76 Engine controls	Engine start switches moved from left panel to pedestal.	No	No	X					

DIFFERENCE AIRCRAFT: Cessna 525B (CJ3+) BASE AIRCRAFT: Cessna 525B (CJ3) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
76 Engine controls	FADEC reset switches moved to the GTCs. FADEC channel select buttons are removed.	No	No	X					
76 Engine controls	Throttles shortened by 1 inch.	No	No	X					
77 Engine Indicating	Garmin EIS display replaces Collins EIS display and annunciator panel.	No	Yes		ICBT			B	A

DIFFERENCE AIRCRAFT: Cessna 525B (CJ3+) BASE AIRCRAFT: Cessna 525B (CJ3) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
PTS Maneuvers	No Changes	Minor	No		ICBT				

Appendix 3

Class 3 Electronic Flight Bag Operational Evaluation

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

Table of Contents

1. Purpose and Applicability
2. Suitability Determination
3. Description
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 120-76C, Guidelines for the Certification, Airworthiness, and Operational Approval of Electronic Flight Bags, 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 EFB Affected Documents

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)

Table of Contents

1. Purpose and Applicability
2. Suitability Determination
3. Description
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 120-76C, Guidelines for the Certification, Airworthiness, and Operational Approval of Electronic Flight Bags, 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

Differences Training CE-525 aircraft equipped with Pro Line 21 to G3000 flight suite aircraft
CE-525 M2 (525-0685,-0800 and On) / CJ3+ (525B-0057 and -0451 and On)

Program Hours (per Pilot)

The CE-525 Differences Course consists of the following minimum hours:

Aircraft Systems Differences	2.0 Hrs
Avionics Lecture	6.0 Hrs
Avionics Ground Training	4.0 Hrs
Simulator/FTD/Aircraft Flight Training	2.0 Hrs. (Single Pilot*)
Demonstration of Proficiency** (Partial Proficiency Check)	2.0 Hrs
Minimum Total Hours	16.0 Hrs.

*If training as a two pilot crew, 2.0 as Pilot Flying, and 2.0 as Pilot not Flying

**Each PIC will complete a Demonstration of Proficiency

Aircraft Systems

The training modules presented in the aircraft systems subject area consist of a breakdown of the various systems of the aircraft. These modules may be taught in any sequence, however all modules will be covered.

SYSTEMS

Aircraft General
Electrical
Lighting
Master Warning
Fuel
APU
Powerplant
Fire Protection
Pneumatics
Ice and Rain Protection
Air Conditioning
Pressurization
Hydraulics
Landing Gear and Brakes
Flight Controls
Avionics
Oxygen

AVIONICS

General Overview
Displays
PFDs
MFD
GTCs
Standby Flight Display
AHRS / ADC
Radio and Audio Systems
Hazard Avoidance
Weather
Terrain
TCAS II
Flight Guidance
Additional Features:
Safe Taxi
ChartView
FliteCharts
Satellite Phone / Datalink
WiFi
XM Radio
Scheduled Messages
Electronic Documents
Limitations
Avionics Initialization

Demonstration of Proficiency

Completion Standards

The pilot must be able to describe, locate, and identify aircraft systems; perform normal, abnormal, and emergency checklists; and demonstrate proficiency with the Garmin G3000 Avionics Flight Suite.

The Demonstration of Proficiency is a partial proficiency check administered in a Line Oriented Evaluation (LOE) profile of approximately 1:30. The tasks listed below will be evaluated during the LOE. A sample LOE would include: Preflight and Before Takeoff checks, Departure, Climb to a cruise altitude, Descent, Arrival, Instrument approach and missed approach, Load and fly a different instrument approach, After Landing and Shutdown checks. The evaluator would provide normal ATC instructions, weather, weight and balance data, etc. The crew is expected to perform the tasks without assistance from the evaluator. Normally, the evaluator is not the instructor that trained the Flight Crewmembers.

The Demonstration of Proficiency minimum tasks include:

Avionics Initialization

Check database expiry dates

Input appropriate Weight & Balance information

Load and activate a flight plan

Accomplish Systems Tests

Set v-speeds and display on airspeed tape

Access and display an appropriate Instrument Procedure chart

Select/Deselect SVT for display

Tune/swap a COM frequency

Tune/swap a NAV frequency

Set a Transponder code

Manually change navigation source

Change altimeter setting on PFD

Change altimeter setting on SFD

Change between Full and Split mode on PFD

Change between Full and Half mode on MFD

Insert and delete flight plan waypoints

Select and fly "Direct-To" a waypoint

Program and initiate a VNAV descent

Change arrival airport and procedure

Create/enter/depart a holding pattern

Identify LOS for an RNAV approach

Set minimums for an approach

Sample Evaluation Sheet
 (Minimum tasks to be Evaluated)

Satisfactory completion of the Demonstration of Proficiency requires a minimum score of 80%
 (corrected to 100%).

Place an “S” in the box is Satisfactorily demonstrated and an “N” if Not Satisfactorily
 demonstrated.

Task #	Area	Task	1st Attempt	Retrain	2nd Attempt
	Avionics Initialization	Check database expiry dates			
	Avionics Initialization	Input appropriate Weight & Balance information			
	Avionics Initialization	Load and activate a flight plan			
	Avionics Initialization	Accomplish Systems Tests			
	Avionics Initialization	Set v-speeds and display on airspeed tape			
	Charts	Access and display an appropriate IP chart			
	Hazard Avoidance	Select/Deselect SVT for display			
	Radio Tuning	Tune/swap a COM frequency			
	Radio Tuning	Tune/swap a NAV frequency			
	Radio Tuning	Set a Transponder code			
	Navigation	Manually change navigation source			
	Navigation	Insert and delete flight plan waypoints			
	Navigation	Select and fly “Direct-To” a waypoint			
	Navigation	Program and initiate a VNAV descent			
	Navigation	Change arrival airport and procedure			
	Navigation	Create/enter/depart a holding pattern			
	Navigation	Identify LOS for an RNAV approach			

	Navigation	Set minimums for an approach			
	Displays	Change altimeter setting on PFD			
	Displays	Change altimeter setting on SFD			
	Displays	Change between Full and Split mode on PFD			
	Displays	Change between Full and Half mode on MFD			

Completion of an Initial Qualification Course or Recurrent Training Course in a CE-525 aircraft equipped with G3000 flight suite, or simulator configured to match CE-525 aircraft equipped with G3000 flight suite satisfy the requirements of this Differences Course and Demonstration of Proficiency. A log book entry, Training Record of successful completion of the Demonstration of Proficiency in CE-525 aircraft equipped with G3000 flight suite, Check Ride form for a § 61.57 or § 61.58 check in a CE-525 aircraft equipped with G3000 flight suite, or a copy of FAA Type Rating application (FAA 8710-1) in CE-525 aircraft equipped with G3000 flight suite is required to show completion of training.

Differences Training CE-525 aircraft equipped with G3000 flight suite aircraft (CE-525 M2 (525-0685,-0800 and On) / CJ3+ (525B-0057 and -0451 and On) to CE-525 aircraft equipped with Pro Line 21. Differences Training should be of the same scope and detail as Differences Training CE-525 aircraft equipped with Pro Line 21 to G3000 flight suite aircraft CE-525 M2 (525-0685,-0800 and On) / CJ3+ (525B-0057 and -0451 and On). Minimum training hours should be equal to, or greater than prescribed above. The operator will need to develop ODR tables to consider the specific differences between base aircraft with G3000 and variant aircraft with ProLine 21.

Appendix 6

Class 3 Electronic Flight Bag Operational Evaluation

CE-525 and 525B aircraft equipped with Garmin 3000 Integrated Flight Suite

Table of Contents

Purpose and Applicability

Suitability Determination

Description

Mounting

Display and Reflectivity

Database Revisions

Specifications for Training

Specifications for Checking

Specifications for Currency

Environmental Testing (HIRF, EMI)

Continued Airworthiness

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 G3000 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 in the event of certain avionics failures, a suitable backup is required. Approved airplane flight manual provides operating limitations for the installation.

3. Description

The G3000 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 (AFM), and Garmin G3000 Cockpit Reference Guide.

4. Mounting

EFB applications are displayed on the 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, and Garmin G3000 Cockpit Reference Guide.

7. Specifications for Training

As a minimum, the crew should use the FMS to flight plan and the EFB electronic chart functions to display 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 G3000 electronic charts for use as an Electronic Flight Bag:

FAA Approved Airplane Flight Manual

Garmin G3000 Cockpit Reference Guide

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 7

Cessna 525C AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

14 CFR	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 part 45	Operator Responsibility	Aircraft is identified in accordance with 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

14 CFR	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 part 34 as amended in accordance with certification basis of the aircraft. See TCDS for Certification Basis of the aircraft.	Agrees

14 CFR	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 §§ 91.205 (b) through (e).	Agrees
§ 91.205 (b)	Day VFR Equipment	Operator Responsibility	On delivery, the aircraft is equipped as required by § 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 §91.205(c) - Visual-flight rules (night).	Agrees
§ 91.205 (d)	IFR Equipment	Operator Responsibility	On delivery, the aircraft is equipped as required by § 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 § 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

14 CFR	Requirement	Compliance	Remark	FSB Finding
§ 91.207 (a), (b)	Emergency Locator Transmitter (ELT)	Operator Responsibility	The aircraft is standard equipped with Artex C406-N, which meets the requirements of §§ 91.207 (a) and (b).	Agrees
§ 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

14 CFR	Requirement	Compliance	Remark	FSB Finding
§ 91.213	Inoperative Instruments and Equipment	Operator Responsibility	There is an FAA approved MMEL for the Cessna 525C aircraft.	Agrees
§ 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 § 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 § 91.217.	Agrees
§ 91.219	Altitude Alerting System	Operator Responsibility	The aircraft is equipped to meet the Altitude Alerting System requirements of § 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

14 CFR	Requirement	Compliance	Remark	FSB Finding
§ 91.223 (d)	Exceptions to TAWS	Not Applicable	Model 525C is not designed or configured for parachuting or firefighting operations.	N/A
§ 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

14 CFR	Requirement	Compliance	Remark	FSB Finding
§ 91.411	Altimeter System and Altitude Reporting Equipment Tests and Inspections	Operator Responsibility	The tests and inspections required by § 91.411 were conducted by Cessna for issuance of an airworthiness certificate.	Agrees
§ 91.413	ATC Transponder Tests and Inspections	Operator Responsibility	The tests and inspections required by § 91.413 were conducted by Cessna. FAA Approved AFM includes RVSM limits to comply with § 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 3.	Agrees
§ 91.505	Familiarity with Operating Limitations and Emergency Equipment	PIC/Crew Responsibility		Agrees

14 CFR	Requirement	Compliance	Remark	FSB Finding
§ 91.507	Equipment Requirement: Over the Top, or Night VFR Operations	Operator Responsibility	The aircraft is equipped as described in § 91.507 for Over the Top or Night VFR Operations.	Agrees
§ 91.509	Survival Equipment for Overwater Operations	Operator Responsibility		Agrees
§ 91.511	Communication and Navigation Equipment for Overwater Operations	Operator Responsibility	The aircraft is equipped to meet the requirements of § 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 §§ 91.513 (a), (b), (c) and (d).	Agrees
§ 91.513 (e), (f)	Emergency Equipment	Not Applicable	Model 525C does not have the seating capacity referenced in §§ 91.513 (e) and (f).	Agrees
§ 91.517 (a)	Passenger information	Operator/PIC Responsibility	The aircraft is standard equipped to meet passenger information requirements of § 91.517(a).	Agrees
§ 91.517 (b)	Passenger information	Operator Responsibility		Agrees

14 CFR	Requirement	Compliance	Remark	FSB Finding
§ 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
§ 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 § 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, and Kinds of Operations Equipment List.	Agrees

14 CFR	Requirement	Compliance	Remark	FSB Finding
§ 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
§ 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	Agrees

14 CFR	Requirement	Compliance	Remark	FSB Finding
			and complies with §§ 23.1457 (a) (1) and (2), (b), (c), (d), (e), (f) and (g).	
§ 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 part 36 (Noise Requirements) as documented in the AFM.	Agrees
§ 91.1033 (a)(1), (a)(2), (b), (c)	Cockpit Checklist	Operator Responsibility	Cessna provides cockpit checklists (normal and abnormal/emergency).	Agrees
§ 91.1033 (a)(3), (a)(4)	Aeronautical Charts	Operator Responsibility	Electronic approach charts are incorporated into 525C aircraft.	Agrees

14 CFR	Requirement	Compliance	Remark	FSB Finding
§ 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 § 135.151, and complies Agrees with §§ 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 § 135.152	Agrees
§ 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

14 CFR	Requirement	Compliance	Remark	FSB Finding
§ 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
Part 91 App A	Category II Operations	Not Applicable	Model 525C is not approved for Category II operations.	Agrees
Part 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	Agrees

14 CFR	Requirement	Compliance	Remark	FSB Finding
			airplane.	
Part 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 § 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
§ 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

14 CFR	Requirement	Compliance	Remark	FSB Finding
§ 135.83 (a)(1), (a)(2), (b), (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), (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 § 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
§ 135.113	Passenger Occupancy of Pilot Seat	Operator Responsibility	Model 525C has maximum of 9 passenger seats.	Agrees

14 CFR	Requirement	Compliance	Remark	FSB Finding
§ 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) and (b).	Agrees
§ 135.143 (c)	ATC Transponder	Operator Responsibility	Mode S transponders meeting the TSO requirements of § 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 § 135.147.	Agrees

14 CFR	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 § 135.149(a).	Agrees
§ 135.149 (c)	Additional Equipment	Operator Responsibility	Model 525C aircraft are equipped with an electronic standby attitude indicator compliant with § 135.149(c). Also complies with § 121.305(j), referenced by § 135.149(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 § 135.151, and complies with §§ 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 § 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 § 135.151, and complies with §§ 23.1457 (a) (1) and	Agrees

14 CFR	Requirement	Compliance	Remark	FSB Finding
			(2), (b), (c), (d), (e), (f) and (g).	
§ 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) and (c). Oxygen duration charts are included in the AFM. Flight crew can select 100% oxygen on their masks as required per § 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 § 23.1326 (ELOS ACE-10-06) as dictated	Agree

14 CFR	Requirement	Compliance	Remark	FSB Finding
			in § 135.158(a).	
§ 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
§ 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 § 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 §§ 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	Agrees

14 CFR	Requirement	Compliance	Remark	FSB Finding
			with HF.	
§ 135.167	Emergency Equipment: Extended Overwater Operations	Operator Responsibility		Agrees
§ 135.169 (a)	Additional Airworthiness Requirements	Not Applicable		Agrees
§ 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

14 CFR	Requirement	Compliance	Remark	FSB Finding
§ 135.179 (a)	Inoperable Instruments and Equipment	Operator Responsibility	An FAA approved MMEL is available.	Agrees
§ 135.180 (a), (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
§ 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 § 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 § 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

14 CFR	Requirement	Compliance	Remark	FSB Finding
§ 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, and Kinds of Operations Equipment List.	Agrees
§ 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