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Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List (MMEL)

Revision: 03
Date: 12/19/2013

Cessna-525 **Cessna/525/CJ, CJ1, CJ1+, M2**

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AIRCRAFT:

CESSNA 525

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HIGHLIGHTS OF CHANGE

NOTE

This revision is a reissuance in its entirety. Change bars are used to identify revised content. Items which have been removed, moved, or added will be listed below. This revision incorporates a new numbering system. Some items will not be listed consecutively, this is by intention.

ATA 21

Radio Cooling Fan moved from ATA 23.

-21-06

Added relief for Glareshield Fan.

-30-01

Added relief for Cabin Dump Function.

-31-02-01

Added relief for Automatic Schedule Mode.

-32-01-01

Added relief for Gauge Lighting.

-32-03-00A

Added relief for Cabin Vertical Speed Gauge/Indication (Pressurized).

-32-03-00B

Added relief for Cabin Vertical Speed Gauge/Indication (Unpressurized).

-50-02-01

Added relief for Compressor Hour Meter.

-50-02-02

Added relief for Compressor Light.

-50-03-05

Added relief for Evaporator Fan: Forward.

-50-03-06

Added relief for Evaporator Fan: Aft.

ATA 22

Mode Control Panel moved from ATA 34.

ATA 23

Radio Cooling Fan moved to ATA 21. Removed VHF Comm Panel.

-12-01-01

Added relief for VHF Datalink (VDL).

-20-01-03

Added relief for Internet.

-20-02

Added relief for Ground Avionics/Diagnostics Wi-Fi System.

-20-04

Added relief for SMS Text Message System.

-50-01-02

Added relief for Audio Selector / Volume Control.

-50-01-03

Added relief for Marker Beacon Mute.

-50-01-07

Added relief for Marker Beacon High Sensitivity.

-50-01-08

Added relief for Microphone Selector Annunciator.

-50-05-03

Added relief for Active Noise Reduction (ANR) Function.

-50-05-04

Added relief for Powered Headset System.

-50-07-01

Added relief for Push-to-talk Switch: Yoke Switch.

-50-07-01A

Added relief for Push-to-talk Switch: Right Yoke Switch.

-70-01-02

Added relief for Underwater Locator Device (ULD).

ATA 24

-50-01-00A

Added relief for AC Cockpit Outlet: (Outlet not required).

-50-01-00B

Added relief for AC Cockpit Outlet: (Outlet required).

-60-01-00A

Added relief for DC Cockpit Outlet: (Outlet not required).

-60-01-00B

Added relief for DC Cockpit Outlet: (Outlet required).

ATA 25

Refreshment Center Drain System Heater moved to ATA 30. Belted Toilet Seat Belt / Shoulder Harness and Keeper moved from ATA 38. Removed Emergency Vision Assurance System (EVAS).

-20-06-01B

Added relief for Armrest (Without recline control).

-50-02-01

Added relief for Shelving.

ATA 28

Fuel Low Level Indicating System and Fuel Temperature Indication moved from ATA 31.

ATA 30

Refreshment Center Drain System Heater moved from ATA 25. Removed relief for Engine Anti-Ice (With flow).

-40-02

Added relief for Windshield Electric Anti-Ice System.

ATA 31

Fuel Low Level Indicating System and Fuel Temperature Indication moved to ATA 28.

HIGHLIGHTS OF CHANGE

- 30-03-02 Added relief for Underwater Locator Device (ULD).
- 30-04 Added relief for Quick Access Recorder (QAR).
- ATA 33**
- 10-05-00A Added relief for Windshield Ice Detection Light: (Single light failed).
- 10-05-00C Added relief for Windshield Ice Detection Light: (Right side).
- 20-02-00B Added relief for Cabin Interior Lighting: (Day, with cabin occupants).
- 20-02-00C Added relief for Cabin Interior Lighting: (Without cabin occupants).
- 40-03-00A Added relief for Landing Light: (Single light failed).
- 50-01 Added relief for Cockpit Flashlight.
- 50-01-01 Added relief for Cockpit Flashlight: Holder.
- ATA 34**
- Mode Control Panel moved to ATA 22. Removed G1000 Outside Air Temperature PFD Indication.
- 18-02-01 Added relief for Angle of Attack (AOA) Heater: Vane.
- 23-01-00A Added relief for Non-stabilized Magnetic Compass: (Day, VMC).
- 23-01-01 Added relief for Non-stabilized Magnetic Compass: Internal Lighting.
- 24-01-01 Added relief for Mechanical Slip/Skid Indicator: Internal Lighting.
- 25-01 Added relief for Cursor Control Panel.
- 25-01-03 Added relief for Memory Buttons.
- 25-01-04 Added relief for CHART Button.
- 25-01-05 Added relief for Rotate Button.
- 25-01-06 Added relief for ZOOM Button.
- 25-01-07 Added relief for Joystick.
- 25-05 Added relief for Display Controller.
- 25-05-09 Added relief for Barometer Standard.
- 25-05-11 Added relief for Range / Pan Control.
- 25-05-12 Added relief for Clear.
- 25-05-13 Added relief for Enter.
- 25-05-14 Added relief for Cursor / Select.
- 25-05-15 Added relief for Direct To.
- 25-05-16 Added relief for Flight Plan.
- 25-05-17 Added relief for Radio Control.
- 25-05-18 Added relief for Procedure.
- 25-05-19 Added relief for Barometer Setting.
- 25-07 Added relief for Touchscreen Controller.
- 25-10 Added relief for Synthetic Vision.
- 44-02 Added relief for Surface Awareness System.
- ATA 35**
- 20-01-00A Added relief for Passenger Oxygen System: (With cabin occupants).
- ATA 38**
- Belted Toilet Seat Belt / Shoulder Harness and Keeper moved to ATA 25.
- ATA 45**
- 00-01 Added relief for Aircraft Recording System (AReS).
- ATA 46**
- 00-01-01A Added relief for Data Connectivity (Class 2).
- 00-01-01B Added relief for Data Connectivity (Class 2).

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HIGHLIGHTS OF CHANGE

- 00-01-02A Added relief for Power Connection
(Class 1 & 2).
- 00-01-02B Added relief for Power Connection
- 00-01-03A Added relief for Mounting Device.
- 00-01-03B Added relief for Mounting Device.
- ATA 52**
- 20-01 Added relief for Escape Hatch Lock Pin.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: CESSNA 525	REVISION NO. 03 DATE: 12/19/2013	PAGE NO. V
DEFINITIONS AND PREAMBLE		

DEFINITIONS

The required definitions listed are listed in Appendix B of MMEL Policy Letter 25. Additional definitions may be included in an operators MEL as desired. Revision of PL-025 does not require revision to the operator's MEL.

PREAMBLE

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter PL-34 or Policy Letter PL-36.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT:	REVISION NO. 03	PAGE NO.	
CESSNA 525	DATE: 12/19/2013	VI	
GUIDELINES FOR (M) & (O) PROCEDURES			

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures.

Cessna has developed recommended (M) maintenance and (O) operational procedures for the Cessna 525 Master Minimum Equipment List (P/N 525COMP-03-00, or later revision). Operator's MEL procedures should be based on the Cessna procedures.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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SECTION ONE

COMPONENT ORIENTED MMEL RELIEF

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-20-01	Cabin Overhead Air Outlet	C	-	0	
-20-02	Cockpit Overhead Air Outlet	C	2	0	
-21-06	Glareshield Fan (Units -0001 thru -0359 excluding G1000-equipped aircraft)	C	-	1	
-21-06	Glareshield Fan (Units -0001 thru -0359 G1000-equipped aircraft)	C	2	1	One may be inoperative provided aircraft is operated in accordance with AFM temperature limitations.
-21-06	Glareshield Fan (Units -0360 thru -0701)	C	2	1	One may be inoperative.
-21-07	Instrument Panel Cooling Fan (CNI-5000 communications rack) (Units -0001 thru -0359 excluding G1000-equipped aircraft and Units -0360 thru -0558)	B	2	0	NOTE: Radio service life may be extended by selecting unused radios OFF.
-01	FAN 1 Amber Light	C	1	0	(M) May be inoperative provided both cooling fans are verified operative.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-21-08	Nose Avionics Cooling Fan				
-01	Radome Bulkhead (RH FS 43) (Units -0001 thru -0359 excluding G1000-equipped aircraft)	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM NOSE AVIONICS COOLING FAN abnormal procedure.
-01	Radome Bulkhead (RH FS 43) (Units -0001 thru -0359 G1000-equipped aircraft)	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM temperature limitations.
-01	Radome Bulkhead (LH FS 43) (Units -0360 and on)	C	1	0	May be inoperative provided ground operations with avionics ON are limited to 30 minutes.
-02	Vaneaxial Snorkle (MN001) (Units -0001 thru -0359)	C	1	0	
-21-10	Ported Cooling Fan				
-01	Radio (KA 33 Panel Fan) (Units -0001 thru -0359 G1000-equipped aircraft)	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM temperature limitations.
-02	Integrated Avionics Unit (GIA FAN 1/2) (Units -0001 thru -0359 G1000-equipped aircraft)	C	2	1	May be inoperative provided aircraft is operated in accordance with AFM temperature limitations.
-21-11	Display Fan (Units -0001 thru -0359 G1000-equipped aircraft)	C	3	0	May be inoperative provided aircraft is operated in accordance with AFM temperature limitations.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING					
-30-01	Cabin Dump Function (Unpressurized)	C	1	0	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-30-02	Cabin Pressurization System				
-00A	(Unpressurized with cabin occupants) (Units -0001 thru -0558)	C	1	0	(O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) CABIN DUMP is selected ON, c) Aircraft is operated at 12,400 feet cabin altitude or below, and d) Flight crew oxygen system is operative and used as required by 14 CFR. NOTE: CAB ALT 10,000 FT red annunciator will illuminate at 10,000 feet cabin altitude.
-00A	(Unpressurized with cabin occupants) (Units -0600 thru -0701)	C	1	0	(O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) CABIN DUMP is selected ON, c) Aircraft is operated at 12,400 feet cabin altitude or below, and d) Flight crew oxygen system is operative and used as required by 14 CFR. NOTE: CABIN ALT red annunciator will illuminate at 10,000 feet cabin altitude. (Continued)

AIRCRAFT: CESSNA 525		REVISION NO. 03 DATE: 12/19/2013		PAGE NO. 21-4	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-30-02	Cabin Pressurization System (Continued)				
-00A	(Unpressurized with cabin occupants) (Units -0800 and on)	C	1	0	(O) May be inoperative provided: a) PRESSURIZATION is selected to MANUAL, b) CABIN DUMP is selected ON, c) Aircraft is operated at 12,400 feet cabin altitude or below, and d) Flight crew oxygen system is operative and used as required by 14 CFR. NOTE: PRESSURIZATION CTRL amber message will appear. CABIN ALTITUDE red message will appear and CABIN ALTITUDE aural warning will sound at 9,500 feet cabin altitude.
-00B	(Unpressurized without cabin occupants) (Units -0001 thru -0558)	C	1	0	(O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) CABIN DUMP is selected ON, c) OXYGEN CONTROL VALVE is selected to CREW ONLY, d) No cabin occupants are carried, e) Aircraft is operated at FL250 or below, and f) Flight crew oxygen system is operative and used as required by 14 CFR. NOTE: CAB ALT 10,000 FT red annunciator will illuminate at 10,000 feet cabin altitude. (Continued)

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-30-02	Cabin Pressurization System (Continued)				
-00B	(Unpressurized without cabin occupants) (Units -0600 thru -0701)	C	1	0	(O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) CABIN DUMP is selected ON, c) OXYGEN CONTROL VALVE is selected to CREW ONLY, d) No cabin occupants are carried, e) Aircraft is operated at FL250 or below, and f) Flight crew oxygen system is operative and used as required by 14 CFR. NOTE: CABIN ALT red annunciator will illuminate at 10,000 feet cabin altitude.
-00B	(Unpressurized without cabin occupants) (Units -0800 and on)	C	1	0	(O) May be inoperative provided: a) PRESSURIZATION is selected to MANUAL, b) CABIN DUMP is selected ON, c) OXYGEN CONTROL VALVE is selected to CREW ONLY, d) No cabin occupants are carried, e) Aircraft is operated at FL250 or below, and f) Flight crew oxygen system is operative and used as required by 14 CFR. NOTE: PRESSURIZATION CTRL amber message will appear.CABIN ALTITUDE red message will appear and CABIN ALTITUDE aural warning will sound at 9,500 feet cabin altitude.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING					
-30-03	Emergency Pressurization System (Failed closed)	C	1	0	(O) May be inoperative provided: a) Emergency pressurization valve is verified closed, and b) Aircraft is operated at FL250 or below.
-31-02	Cabin Pressurization System Mode				
-01	Automatic Schedule Mode (Units -0001 thru -0701)	C	1	0	May be inoperative provided: a) Isobaric mode is operative, b) Cabin differential pressure gauge / indication is operative, c) Cabin altitude gauge / indication is operative, and d) Cabin vertical speed gauge / indication is operative.
-01	Automatic Schedule Mode (NORM) (Units -0800 and on)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-03	Isobaric Mode (Units -0001 thru -0701)	C	1	0	May be inoperative provided automatic schedule mode is operative.
-04	Any Mode (Excluding manual) (Unpressurized)	C	-	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-32-01	Cabin Altitude Gauge/Indication				
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, b) Cabin differential pressure gauge/indication is operative, and c) A chart is provided to convert differential pressure and aircraft altitude to cabin altitude.
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-01	Gauge Lighting (Units -0001 thru -0701)	C	1	0	May be inoperative provided flight crew determines adequate natural or artificial lighting exists to read gauge.
-32-02	Cabin Differential Pressure Gauge/Indication				
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, b) Cabin altitude gauge/indication is operative, and c) A chart is provided to convert cabin and aircraft altitude to differential pressure.
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-32-03	Cabin Vertical Speed Gauge/Indication				
-00A	(Pressurized)	C	1	0	May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, and b) Cabin altitude gauge/indication is operative.
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-33-01	Cabin Outflow Valve	C	2	0	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-50-02	Vapor-cycle Air Conditioning System	C	1	0	(M) May be inoperative provided: a) Air conditioning system is deactivated, b) Cabin and cockpit temperature control systems are operative, c) All glareshield fans are operative, and d) Aircraft is operated in accordance with AFM temperature limitations.
-01 ***	Compressor Hour Meter	C	1	0	(O) May be inoperative provided compressor hours are tracked by alternate means.
-02	Compressor Light (COMPRESSOR ON) (Units -0001 thru -0701)	C	1	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-50-03	Evaporator Fan				
-05	Forward (FWD) (Units -0001 thru -0359 excluding G1000-equipped aircraft and Units -0360 and on)	C	1	0	(M) May be inoperative provided: a) Forward fan is deactivated, b) DEFOG FAN is selected OFF, c) Windsheild anti-ice system is operative, and d) Crew has a means to clear the windshield of moisture.
-05	Forward (FWD) (Units -0001 thru -0359 G1000-equipped aircraft)	C	1	0	(M) May be inoperative provided: a) Forward fan is deactivated, b) DEFOG FAN is selected OFF, c) Windsheild anti-ice system is operative, d) Crew has a means to clear the windshield of moisture, and e) Aircraft is operated in accordance with AFM temperature limitations.
-06	Aft (AFT) (Units -0001 thru -0359 G1000-equipped aircraft)	C	1	0	(M) May be inoperative provided: a) Aft fan is deactivated, b) Cockpit and cabin temperature control system manual mode is operative and used, and c) Aircraft is operated in accordance with AFM temperature limitations.
-06	Aft (AFT) (Units -0001 thru -0359 excluding G1000-equipped aircraft and Units -0360 and on)	C	1	0	(M) May be inoperative provided: a) Aft fan is deactivated, and b) Cockpit and cabin temperature control system manual mode is operative and used.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-60-01	Cockpit and Cabin Temperature Control System	C	2	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-01	Automatic Mode	C	1	0	May be inoperative provided temperature control system manual mode is operative and used.
-02	Manual Mode	C	1	0	May be inoperative provided temperature control system automatic mode is operative and used.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
22	AUTO FLIGHT				
-10-01	Autopilot Disconnect Button (AP TRIM DISC) (Failed deselected) (Units -0001 thru -0359 excluding G1000-equipped aircraft)				
-10-01	Autopilot Disconnect Button (AP YD DISC/TRIM INT) (Failed deselected) (Units -0001 thru -0359 G1000-equipped aircraft)				
-10-01	Autopilot Disconnect Button (AP TRIM DISC) (Failed deselected) (Units -0360 thru -0701)				
-10-01	Autopilot Disconnect Button (AP DISC) (Failed deselected) (Units -0800 and on)				
-00A	Left Control Wheel	B	1	0	May be inoperative provided: a) Right control wheel button is operative, b) A pilot must remain seated in right seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system
-00B	Right Control Wheel	C	1	0	May be inoperative provided aircraft is operated single-pilot. (Continued)

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22	AUTO FLIGHT				
-10-01	Autopilot Disconnect Button (Failed deselected) (Continued)				
-00C	(Both buttons failed)	C	2	0	May be inoperative provided: a) Autopilot system is considered inoperative (Refer to item 22-10-03), and b) Electric elevator trim is considered inoperative (Refer to item 27-31-01).
-10-02	Autopilot Interrupt/Flight Director Sync Button (A/P TCS) (Units -0001 thru -0359 excluding G1000-equipped aircraft)	C	2	0	
-10-02	Autopilot Interrupt/Flight Director Sync Button (A/P CWS) (Units -0001 thru -0359 G1000-equipped aircraft)	C	2	0	
-10-02	Autopilot Interrupt/Flight Director Sync Button (A/P TCS) (Units -0360 thru -0558)	C	2	0	
-10-02	Autopilot Interrupt/Flight Director Sync Button (A/P SYNC) (Units -0600 thru -0701)	C	2	0	
-10-02	Autopilot Interrupt/Flight Director Sync Button (CWS) (Units -0800 and on)	C	2	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22	AUTO FLIGHT				
-10-03	Autopilot System	C	1	0	(M) May be inoperative provided: a) Autopilot system is deactivated, b) Enroute procedures and approach minimums do not require use of autopilot system, c) Cabin pressurization system automatic schedule mode is operative, d) Aircraft is not operated RVSM, and e) Aircraft is not operated single pilot.
-10-04	Takeoff/Go-Around Button (GA)	C	1	0	May be inoperative provided: a) Flight director is not used during takeoff or go-around, b) Autopilot system is disconnected for go-around, and c) Autopilot interrupt/flight director sync button is operative on pilot-flying side. NOTE: FMS missed approach procedure must be manually advanced.
-10-05	Yaw Damper (Units -0001 thru -0701)	B	1	0	(M) May be inoperative provided: a) Yaw damper is deactivated, and b) Autopilot system is considered inoperative (Refer to item 22-10-03).
-10-05	Yaw Damper (Units -0800 and on)	B	1	0	(M) May be inoperative provided: a) Yaw damper is deactivated, b) Autopilot system is considered inoperative (Refer to item 22-10-03), and c) Aircraft is operated at FL280 or below.

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		4. REMARKS AND EXCEPTIONS			
22	AUTO FLIGHT				
-13-03	Flight Guidance Controller Annunciator (GMC 710) (Failed to illuminate) (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on)				
-01	Altitude (ALT button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-03	Approach (APR button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-04	Autopilot (AP button)	C	1	0	May be inoperative provided AP annunciation appears in PFD flight director mode box.
-05	Back Course (BC button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-07	Coupled Side (XFR Button - left or right arrow)	C	2	0	May be inoperative provided associated green coupled arrow appears in PFD flight director mode box.
-09	Flight Level Change (FLC button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-10	Half Bank (BANK button)	C	1	0	May be inoperative provided green bank limit arc appears on PFD attitude display.
(Continued)					

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		4. REMARKS AND EXCEPTIONS			
22	AUTO FLIGHT				
-13-03	Flight Guidance Controller Annunciator (Continued)				
-11	Heading (HDG button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-12	Navigation (NAV button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-13	Vertical Navigation (VNV button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-14	Vertical Speed (VS button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-15	Yaw Damper (YD button)	C	1	0	May be inoperative provided YD annunciation appears in PFD flight director mode box.
-13-04	Flight Guidance Controller Function Control (GMC 710) (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on)				
-01	Altitude (ALT button)	B	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Aircraft is not operated RVSM.
-02	Approach (APR button)	B	1	0	May be inoperative provided procedures do not require its use.
(Continued)					

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22	AUTO FLIGHT				
-13-04	Flight Guidance Controller Function Control (Continued)				
-03	Autopilot (AP button)	B	1	0	May be inoperative provided autopilot system is considered inoperative (Refer to item 22-10-03).
-04	Back Course (BC button)	C	1	0	May be inoperative provided procedures do not require its use.
-05	IAS/Mach Change-over (SPD Button)	D	1	0	
-06	Coupled Side (XFR button)	C	1	0	May be inoperative provided arrow points to pilot-flying side.
-07	Course (CRS1 or CRS2 knob)	B	2	1	One may be inoperative provided procedures do not require its use.
-08	Course Direct (CRS1 or CRS2 PUSH DIR)	C	2	0	
-10	Flight Level Change (FLC button)	C	1	0	May be inoperative provided procedures do not require its use.
-11	Half Bank (BANK Button)	C	1	0	
-13	Heading Sync (HDG PUSH SYNC)	C	1	0	
-14	Navigation (NAV Button)	B	1	0	May be inoperative provided procedures do not require its use.
-16	Vertical Navigation (VNV button)	C	1	0	May be inoperative provided procedures do not require its use.
(Continued)					

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		4. REMARKS AND EXCEPTIONS			
22	AUTO FLIGHT				
-13-04	Flight Guidance Controller Function Control (Continued)				
-17	Vertical Speed (VS button)	C	1	0	May be inoperative provided procedures do not require its use.
-18	Yaw Damper (YD Button)	C	1	0	NOTE 1: Yaw damper may be engaged by engaging autopilot. NOTE 2: Yaw damper may be disengaged by pressing autopilot disconnect button.

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		4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS					
-00-01 ***	Flight Phone / SATCOM System	D	-	0	May be inoperative provided procedures do not require its use.
-01	Cockpit Handset	D	-	0	May be inoperative provided procedures do not require its use.
-02	Cabin Handset	D	-	0	
-10-01 ***	High Frequency (HF) Communication System				
-00A	(LRCS not required)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-00B	(LRCS required)	C	-	1	(O) May be inoperative while conducting operations which require two Long-Range Communication Systems (LRCS) provided: a) SATCOM voice or data link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over intended route of flight, and d) If SATCOM voice is to be used over intended route of flight, SATCOM voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available, prior coordination with appropriate ATS (FIR) facility is required. NOTE: SATCOM voice is to be used only as a backup to normal HF communications.
(Continued)					

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23 COMMUNICATIONS					
-10-01 ***	High Frequency (HF) Communication System (Continued)				
-01	Wire Antenna	C	1	0	(M) May be inoperative provided: a) Horizontal and vertical stabilizers are inspected for damage, b) Any remaining portion of wire antenna is removed, and c) HF communication system is considered inoperative (Refer to item 23-10-01).
-12-01	Very High Frequency (VHF) Communication System	C	-	-	Any in excess of those required by 14 CFR may be inoperative provided: a) Affected system is not on an emergency bus, and b) Procedures do not require its use.
-01 ***	VHF Datalink (VDL) (Units -0800 and on)	D	-	0	May be inoperative provided procedures do not require its use.
-12-02	VHF COMM Panel				Removed revision 03.
-20-01 ***	Satellite Datalink Service				
-01	Radio	D	-	0	
-02A	Weather	D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any function(s) that operate normally may be used.
-02B	Weather	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-03	Internet	D	-	0	

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23 COMMUNICATIONS					
-20-02	Ground Avionics/Diagnostics Wi-Fi System (Units -0800 and on)	D	1	0	
-20-03 ***	Selective Call (SELCAL) (System or individual channel)				
-00A	(SELCAL not required)	D	-	0	May be inoperative provided procedures do not require its use.
-00B	(SELCAL required)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-20-04 ***	SMS Text Message System (Units -0800 and on)	D	1	0	
-40-01 ***	Automatic Cabin Briefer	D	1	0	(O) May be inoperative provided cabin occupants are briefed by alternate means.
-40-03	Passenger Address (PA) System	D	1	0	
-40-04	Passenger Seat Belt / Safety Chime	C	1	0	(O) May be inoperative provided cabin occupants are briefed by alternate means.

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23 COMMUNICATIONS					
-50-01	Audio Panel (Units -0001 thru -0701)	C	2	1	Right side panel may be inoperative provided aircraft is operated single-pilot.
-02	Audio Selector / Volume Control (COM 1, COM 2, COM3, NAV 1, NAV 2, ADF 1, ADF 2, DME, MKR Button) (Per side) (Units -0001 thru -0359 G1000-equipped aircraft)	C	-	-	Individual selectors may be inoperative provided associated system is not required by procedures or 14 CFR.
-03	Marker Beacon Mute (MKR/MUTE Button) (Per side) (Units -0001 thru -0359 G1000-equipped aircraft)	C	1	0	
-04	Intercom (INTR COM Button) (Per side) (Units -0001 thru -0359 G1000-equipped aircraft)	D	1	0	May be inoperative provided aircraft is operated single-pilot.
-05	Cabin Communication (CABIN Button) (Per side) (Units -0001 thru -0359 G1000-equipped aircraft)	D	1	0	
-06	Clearance Playback (PLAY Button) (Per side) (Units -0001 thru -0359 G1000-equipped aircraft)	D	1	0	
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23 COMMUNICATIONS					
-50-01	Audio Panel (Continued)				
-07	Marker Beacon High Sensitivity (HI SENS Button) (Per side) (Units -0001 thru -0359 G1000-equipped aircraft)	D	1	0	May be inoperative provided approach procedures do not require its use.
-08	Microphone Selector Annunciator (COM1 MIC, COM2 MIC Annunciator) (Per side) (Units -0001 thru -0359 G1000-equipped aircraft)	C	2	0	May be inoperative provided crew refers to PFD frequency box for active transmit frequency (shown in green).
-50-05	Cockpit Headset and Boom Microphone	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-01A	Boom Microphone (For a holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made within three flight days.
-01B	Boom Microphone (For an operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made in accordance with applicable 14 CFR.
-02	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated cockpit overhead communication speaker is operative.
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		4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS					
-50-05	Cockpit Headset and Boom Microphone (Continued)				
-03 ***	Active Noise Reduction (ANR) Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
-04	Powered Headset System (Units -0800 and on)	D	-	0	May be inoperative provided non-powered headset jack is operative or headset is not used.
-50-06	Headset Audio System				
-00A		C	-	0	May be inoperative provided: a) Associated cockpit overhead communication speaker is operative and used, b) Headset audio system is not required by 14 CFR or procedures, and c) Aircraft is not operated single-pilot.
-00B		C	-	1	May be inoperative provided left side is operative for single-pilot operations.
-50-07	Push-to-talk (PTT) Switch (Failed deselected)				
-01	Yoke Switch	B	2	1	(O) One may be inoperative provided alternate procedures are established and used for transmitting.
-01A	Right Yoke Switch	B	1	0	May be inoperative provided aircraft is operated single-pilot.

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		4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS					
-60-01	Static Wick				
-01	Aileron (Each side)	C	2	1	One may be damaged or missing provided outermost wick is installed and not damaged.
-02	Wing Tip Assembly (Each side) (Units -0001 thru -0701)	-	1	1	
-05	Elevator (Each side)	C	3	1	Two may be damaged or missing provided outermost wick is installed and not damaged.
-08	Rudder	C	2	1	One may be damaged or missing provided uppermost wick is installed and not damaged.
-09	Stinger	-	1	1	
-70-01	Cockpit Voice Recorder (CVR)				
-00A	(With flight data recorder installed)	A	1	0	May be inoperative provided: a) Flight data recorder operates normally, and b) Repairs are made within three flight days.
-00B	(Without flight data recorder installed)	A	1	0	May be inoperative provided repairs are made within three flight days.
-00C	(For an operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with 14 CFR.
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23 COMMUNICATIONS					
-70-01	Cockpit Voice Recorder (CVR) (Continued)				
-01 ***	Recorder Independent Power Supply (RIPS)	C	1	0	
-02	Underwater Locator Device (ULD)	C	1	0	May be inoperative provided beacon is not required by 14 CFR.

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		4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL POWER					
-22-01	AC Inverter (Units -0001 thru -0099 excluding G1000-equipped aircraft)	B	2	1	One may be inoperative provided: a) AC INV is selected to operative inverter, b) Aircraft is not operated at night, and c) Aircraft is not operated IFR.
-22-01	AC Inverter (Units -0100 thru -0359 excluding G1000-equipped aircraft)	B	2	1	One may be inoperative provided: a) INV is selected to operative inverter, b) Aircraft is not operated at night, and c) Aircraft is not operated IFR.
-31-02 ***	Battery Temperature Indicator	C	1	0	
-40-01	External Power System	D	1	0	
-50-01 ***	AC Cockpit Outlet				
-00A	(Outlet not required)	D	-	0	May be inoperative provided procedures do not require its use.
-00B	(Outlet required)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-60-01 ***	DC Cockpit Outlet				
-00A	(Outlet not required)	D	-	0	May be inoperative provided procedures do not require its use.
-00B	(Outlet required)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-60-02 ***	Ground Dispatch Power System	C	1	0	

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25	EQUIPMENT / FURNISHINGS				
-00-01	Required Documents Holder (Airworthiness Certificate, Registration, etc)	D	1	0	(O) May be inoperative or missing provided an alternate means of securing and displaying documents is used.
-10-01	Cockpit Assist Handle	D	1	0	
-10-03	Cockpit Sunvisor System (Including attach mechanism)	D	-	0	May be inoperative or missing provided: a) Crewmember's field of vision is not obstructed, and b) Oxygen mask quick donning ability is not affected.
-10-05	Flight Crew Seat (Per seat)				
-01A	Armrest	C	2	0	May be inoperative provided affected armrest is stowed in retracted position.
-01B	Armrest	C	2	0	(M) May be inoperative provided affected armrest is removed.
-02 ***	Lumbar Support	D	1	0	
-03	Recline/Tilt Function	D	1	0	(M) (O) May be inoperative provided: a) Affected seat is secured in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
-04 ***	Restraint Buckle Protective Padding	D	1	0	May be damaged or missing.

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25	EQUIPMENT / FURNISHINGS				
-10-05	Flight Crew Seat (Per seat) (Continued)				
-06	Vertical Adjustment	D	1	0	(M) (O) May be inoperative provided: a) Affected seat is secured in a position that permits pilot normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
-07	Copilot Seat Belt / Shoulder Harness	C	1	0	May be inoperative provided seat remains unoccupied.
-10-08	Eye Reference Ball	C	3	0	(O) May be inoperative or missing provided alternate procedures are established and used for eye position reference.
-10-09 ***	Yoke-mounted Chart Holder	D	-	0	
-01 ***	Light	D	-	0	
-20-01 ***	Ashtray (Excluding lavatory door)	A	-	1	May be inoperative or missing provided ashtray is replaced within three calendar days.

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25	EQUIPMENT / FURNISHINGS				
-20-02 ***	Belted Lavatory Seat (Excludes lavatory waste system)				
-01	Seat Belt / Shoulder Harness	D	1	0	May be inoperative provided lavatory seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED".
-02 ***	Seat Belt / Shoulder Harness Keeper	D	1	0	
-20-05	Non-essential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged or missing provided that item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.

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25	EQUIPMENT / FURNISHINGS			
-20-06	Passenger Seat (Including side-facing and folding seats and couches) (Per seat)	D	-	0 May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any cabin occupant access to aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: Affected seat(s) may include seats near the inoperative seat(s).
-01A	Armrest (With seat controls)	D	-	0 (M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, b) Armrest does not restrict any passenger from access to aisle, and c) If armrest is missing, seat is secured in full upright position.
-01B	Armrest (Without seat controls)	D	-	0 (M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any passenger from access to aisle. (Continued)

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25	EQUIPMENT / FURNISHINGS				
-20-06	Passenger Seat (Including side-facing and folding seats and couches) (Per seat) (Continued)				
-02A	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	(M) May be inoperative and seat occupied provided seat is secured in taxi, takeoff and landing position.
-02B	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	May be inoperative and seat occupied provided control is failed in taxi, takeoff and landing position.
-02C	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	May be missing or inoperative in other than taxi, takeoff, and landing position provided affected seat is considered inoperative (Refer to item 25-20-06).
-03	Seat Belt / Shoulder Harness	D	-	0	May be inoperative provided affected seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED".
-04 ***	Seat Belt / Shoulder Harness Keeper	D	1	0	
-05 ***	Lumbar Support	D	1	0	

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25	EQUIPMENT / FURNISHINGS				
-30-01 ***	Refreshment Center Hot Liquid Storage System Heater	C	-	0	(M) May be inoperative provided system is deactivated.
-50-01	Baggage Restraint System	D	-	0	Individual components may be inoperative or missing provided baggage is secured by other means or not carried.
-01	Latch Plate	C	-	0	(M) Individual latch plates may be inoperative provided: a) Attaching structure is inspected for damage, and b) Baggage is secured using remaining latch plates or not carried.

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25	EQUIPMENT / FURNISHINGS				
-50-02	Cabin Storage Compartment				
-00A		C	-	0	(M) May be inoperative provided: a) Compartment does not contain any aircraft system protection devices, b) Any emergency equipment located in affected compartment is considered inoperative, c) Affected compartment is not used for storage of any item except for those permanently affixed, d) Procedures are established and used to secure compartment closed, and e) Affected compartment is prominently placarded "DO NOT USE".
-00B		C	-	0	(M) (O) May be inoperative provided: a) Affected door is removed, b) Affected compartment is not used for storage of any item, except those permanently affixed, c) Cabin occupants are briefed that affected compartment may not be used, and d) Affected compartment is prominently placarded "DO NOT USE". NOTE: Any permanently affixed emergency equipment located in affected compartment is available for use.
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25	EQUIPMENT / FURNISHINGS				
-50-02	Cabin Storage Compartment (Continued)				
-01	Shelving	D	-	0	(O) May be inoperative provided: a) Any permanently affixed emergency equipment located on affected shelf is relocated and available for use, and b) Cabin occupants are briefed on location of relocated equipment.
-02 ***	Key Lock	D	-	0	May be inoperative in unlocked position.
-60-01	Emergency Vision Assurance System (EVAS)				Removed revision 03.
-60-03	Emergency Medical Equipment				
-01 ***	Automatic External Defibrillator (AED) (Includes associated equipment)	D	-	0	
-02 ***	Emergency Medical Kit (EMK) (Includes associated equipment)	D	-	0	
-03 ***	First Aid Kit (FAK) (Includes associated equipment)	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
-61-01 ***	Life Preserver (Crew and passenger)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided affected preserver is placarded "INOPERATIVE" or removed.

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		4. REMARKS AND EXCEPTIONS			
25	EQUIPMENT / FURNISHINGS				
-62-01	Emergency Locator Transmitter (ELT)				
-01 ***	Survival Type	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
-02A	Fixed, Automatic	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
-02B	Fixed, Automatic	A	-	0	May be missing provided repairs are made within 90 days.
-02C	Fixed, Automatic	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
-02D	Fixed, Automatic	D	-	-	Any in excess of those required by 14 CFR may be missing.
-64-01 ***	Life Raft				
-00A		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Extended overwater operations are not conducted, and b) Affected raft is placarded "INOPERATIVE" or removed.
-00B		C	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided affected raft is placarded "INOPERATIVE" or removed.

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		4. REMARKS AND EXCEPTIONS			
26	FIRE PROTECTION				
-22-01	Portable Fire Extinguisher	D	-	-	<p>Any in excess of those required by 14 CFR may be inoperative or missing provided:</p> <ul style="list-style-type: none"> a) Inoperative fire extinguisher is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

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		4. REMARKS AND EXCEPTIONS			
27 FLIGHT CONTROLS					
-20-01	Rudder Pedal Adjustment System	B	4	2	(M) (O) Two may be inoperative provided: a) Two pedal adjustments are not inoperative at same pilot station, b) Affected pedal is positioned in a detent and adjustment mechanism is secured from movement, c) Unaffected pedal is adjusted to match affected pedal, and d) Crewmember seated at affected station verifies full control movement and brake application is available while restrained, prior to each flight.
-31-01	Electric Elevator Trim	C	1	0	(M) May be inoperative provided: a) Electric elevator trim system is deactivated, b) Manual trim is verified operative and unaffected, and c) Autopilot system is considered inoperative (Refer to item 22-10-03).
-70-02	Control / Gust Lock System (Failed unlocked)	C	1	0	(O) May be inoperative provided pilot verifies full flight control and throttle movement.

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		4. REMARKS AND EXCEPTIONS			
28	FUEL				
-10-01	Over-wing Refueling Cap Lock (Failed unlocked)	D	-	0	
-41-01	Fuel Low Level Indicating System	A	2	1	(O) One may be inoperative provided: a) Procedures for monitoring fuel quantity are established and used, b) Both fuel quantity indicating systems are operative, and c) Repairs are made within three flight days.
-43-01	Fuel Temperature Indication (Units -0600 and on)	C	2	1	One may be inoperative.

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		4. REMARKS AND EXCEPTIONS			
30	ICE AND RAIN PROTECTION				
-10-02	Stabilizer Pneumatic Boot De-Ice System (Failure to inflate) (Horizontal)	B	1	0	(M) May be inoperative provided: a) All de-ice boots must be visually verified to be deflated and held down when service air system is active, b) TAIL switch is selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-10-04	Wing Bleed Air Anti-Ice System	C	2	1	(M) May be inoperative provided: a) Wing crossflow valve is operative, b) Affected valve is secured for no flow, c) Both WING/ENG ANTI-ICE switches are selected OFF or ENG ON, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-20-01	Engine Anti-Ice System (Without flow)	C	2	1	(M) May be inoperative provided: a) Affected valve is secured for no flow, b) Both WING/ENG switches are selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-20-01	Engine Anti-Ice System (Failed on - flow)				Removed, revision 03.

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30	ICE AND RAIN PROTECTION				
-30-03	Pitot Tube Heater (Copilot) (Units -0001 thru -0359)	B	1	0	May be inoperative provided: a) Pitot heater is not required by 14 CFR, b) Aircraft is not operated at night, c) Aircraft is not operated in Instrument Meteorological Conditions (IMC), and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-30-03	Pitot Tube Heater (Pilot) (Units -0360 and on)	B	1	0	May be inoperative provided: a) Pitot heater is not required by 14 CFR, b) Aircraft is not operated at night, c) Aircraft is not operated in Instrument Meteorological Conditions (IMC), and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-30-04	Static Port Heater (Copilot) (Units -0001 thru -0359)	B	2	1	One may be inoperative provided: a) Aircraft is not operated in Instrument Meteorological Conditions (IMC), b) Aircraft is not operated at night, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is not operated RVSM.
-30-04	Static Port Heater (Pilot) (Units -0360 and on)	B	2	1	One may be inoperative provided: a) Aircraft is not operated in Instrument Meteorological Conditions (IMC), b) Aircraft is not operated at night, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is not operated RVSM.

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		4. REMARKS AND EXCEPTIONS			
30	ICE AND RAIN PROTECTION				
-40-01	Rain Removal System (Doors) (Units -0001 thru -0814)	C	1	0	May be inoperative provided aircraft is not operated in precipitation within five nautical miles of airport used for takeoff or intended landing.
-40-02	Windshield Bleed Air Anti-Ice System (Units -0001 thru -0814)	C	1	0	(M) May be inoperative provided: a) Windshield anti-ice system is deactivated, b) Emergency pressurization system is considered inoperative (Refer to item 21-30-03), and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-40-02	Windshield Electric Anti-Ice System (Units -0815 and on)	C	2	1	(M) May be inoperative provided: a) Affected windshield anti-ice system is deactivated, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-40-03	Windshield Alcohol De-Ice System (Units -0001 thru -0814)	C	1	0	(M) May be inoperative provided: a) Windshield de-ice system is deactivated, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.

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		4. REMARKS AND EXCEPTIONS			
30	ICE AND RAIN PROTECTION				
-70-01	Drain Heater				
-04	Refreshment Center Drain Heater (Includes relief tube drain)	C	1	0	(M) May be inoperative provided: a) Drain heater is deactivated, b) All liquid is removed from ice drawer prior to each flight, c) Hot liquid storage tank remains empty, d) Hot liquid overflow drain is placarded "DRAIN HEAT INOP, DO NOT USE", e) Ice drawer drain valve is closed prior to flight, and f) Relief tube is considered inoperative (Refer to item 38-30-01).

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		4. REMARKS AND EXCEPTIONS			
31	INSTRUMENTS				
-20-02	Clock	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-20-04	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.
-30-03 ***	Flight Data Recorder				
-00A	(FDR not required)	C	1	0	May be inoperative provided recorder is not required by 14 CFR.
-00B	(Operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.
-00C	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided: a) Aircraft is not dispatched from an airport where repairs can be made unless, b) Flight Data Recorder (FDR) failure occurs after dispatch but prior to takeoff, or c) Flight Data Recorder (FDR) repair was attempted but not successful, d) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until arriving at next airport where repairs can be made at which the repair must be accomplished prior to dispatch, and e) Repairs are made within three flight days.
(Continued)					

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		4. REMARKS AND EXCEPTIONS			
31	INSTRUMENTS				
-30-03 ***	Flight Data Recorder (Continued)				
-01A	Flight Data Recorder (FDR) Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repair are made within 20 calendar days.
-01B	Flight Data Recorder (FDR) Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next scheduled inspection / check of system.
-02	Underwater Locator Device (ULD)	C	1	0	May be inoperative provided device is not required by 14 CFR.
-30-04 ***	Quick Access Recorder (QAR)	D	1	0	May be inoperative provided recorder is not required by 14 CFR or procedures.
-40-02 ***	Electronic Checklist	D	-	0	May be inoperative or missing provided an approved checklist is available and used.
-50-01	Annunciator (Failed to illuminate)				
-01	AC Power Fail (AC FAIL) (Units -0100 thru -0359 G1000-equipped aircraft)	D	1	0	
-03	Aft Baggage Door (BAGGAGE DOOR - AFT) (Units -0600 and on)	C	1	0	May be inoperative provided aft baggage door warning system is considered inoperative (Refer to item 52-70-01-01).
(Continued)					

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31	INSTRUMENTS				
-50-01	Annunciator (Failed to illuminate) (Continued)				
-07	Cabin Door (DOOR NOT LOCKED) (Units -0001 thru -0558)	B	1	0	May be inoperative provided main cabin and aft baggage door warning systems are considered inoperative (Refer to item 52-70-01-07).
-07	Cabin Door (CABIN DOOR) (Units -0600 and on)	B	1	0	May be inoperative provided main cabin door warning system is considered inoperative (Refer to item 52-70-01-07).
-09	Display Fan Fail (DISPLAY FAN FAIL) (Units -0032 thru -0359 G1000-equipped aircraft)	D	1	0	
-14	Forward Baggage Door (BAGGAGE DOOR - FWD) (Units -0600 and on)	B	1	0	May be inoperative provided forward baggage door warning system is considered inoperative (Refer to item 52-70-01-06).
-20A	Inverter Fail Caution (Amber INVERTER FAIL - 1 / 2) (Units -0100 thru -0359 G1000-equipped aircraft)	D	3	0	
-20B	Inverter Fail Warning (Red INVERTER FAIL) (Units -0001 thru -0099 G1000-equipped aircraft)	D	1	0	
-23	Nose Avionics Fan Fail (NOSE AVN FAN FAIL) (Units -0032 thru -0359 G1000-equipped aircraft)	D	1	0	
(Continued)					

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31	INSTRUMENTS				
-50-01	Annunciator (Failed to illuminate) (Continued)				
-24	Nose Compartment Overtemp (NOSE COMP O'TEMP) (Units -0001 thru -0031 G1000-equipped aircraft)	D	1	0	
-50-02	Cabin Altitude Warning System	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-50-03	Central Warning				
-01	Master Warning Light (Right side) (Failed to illuminate)	C	2	1	Right side may be inoperative for single- pilot operations.
-02	Master Warning Cancel / Reset Function (Right side)	C	2	1	Right side may be inoperative for single- pilot operations.
-03	Master Caution Light (Right side) (Failed to illuminate)	C	2	1	Right side may be inoperative for single- pilot operations.
-04	Master Caution Cancel / Reset Function (Right side)	C	2	1	Right side may be inoperative for single- pilot operations.

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		4. REMARKS AND EXCEPTIONS			
32	LANDING GEAR				
-41-01	Anti-Skid System (Units -0001 thru -0558)	C	1	0	May be inoperative provided: a) Aircraft is operated in accordance with AFM DISPATCH WITH ANTISKID SYSTEM INOPERATIVE abnormal procedure, and b) Steep approaches are not conducted.
-41-01	Anti-Skid System (Units -0600 and on)	C	1	0	May be inoperative provided: a) Aircraft is operated in accordance with AFM ANTISKID SYSTEM INOPERATIVE DISPATCH abnormal procedure, and b) Steep approaches are not conducted.

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		4. REMARKS AND EXCEPTIONS			
33	LIGHTS				
-10-01	Cockpit and Instrument Lighting (Excluding button lights, standby flight instrument lighting, internally lighted annunciators, and required placard lighting)				
-00A	(Day)	C	-	0	Individual lights may be inoperative provided aircraft is not operated at night.
-00B	(Night)	C	-	-	Individual lights may be inoperative provided: a) Cockpit emergency lighting is operative, b) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Remaining lights are positioned so that direct rays are shielded from crewmembers' eyes, and d) Lighting configuration and intensity is acceptable to flight crew.
-10-04	Standby ALT/AS Placard Lighting (Units -0001 thru -0359 G1000-equipped aircraft)	C	1	0	May be inoperative provided aircraft is not operated at night.
-10-05	Windshield Ice Detection Light				
-00A	(Single light failed)	C	2	1	(O) One may be inoperative provided alternate procedures are established and used to monitor ice accretion.
(Continued)					

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		4. REMARKS AND EXCEPTIONS			
33	LIGHTS				
-10-05	Windshield Ice Detection Light (Continued)				
-00B	(Both lights failed)	C	2	0	May be inoperative provided aircraft is not operated at night.
-00C	(Right side failed)	C	1	0	May be inoperative for single-pilot operations.
-20-02	Cabin Interior Lighting (Excluding cabin emergency lighting)				
-00A	(With cabin occupants)	C	-	-	(O) Individual lights may be inoperative provided: a) Sufficient lighting is operative for crew to perform required duties, b) Cabin emergency lighting is verified operative, and c) Sufficient lighting is operative for carrying cabin occupants at night.
-00B	(Day, with cabin occupants)	D	-	0	(O) May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) Aircraft is not operated at night.
-00C	(Without cabin occupants)	D	-	0	(O) May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) No cabin occupants are carried.

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		4. REMARKS AND EXCEPTIONS			
33	LIGHTS				
-20-04	Lighted Passenger Information Sign (Excluding cabin exit signs)				
-00A	(With cabin occupants)	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used to notify cabin occupants, and b) Sign is not required by 14 CFR.
-00B	(Without cabin occupants)	C	-	0	May be inoperative provided no cabin occupants are carried.
-30-01	Baggage Compartment Light				
-00A	(Nose)	C	1	0	
-00B	(Aft)	C	1	0	
-40-01	Anti-Collision Light System (Strobe)	A	1	0	May be inoperative provided: a) Position/navigation light system is operative, b) Ground recognition light is operative, and c) Repairs are made within three flight days.
-40-02	Ground Recognition Light (Beacon)	C	1	0	

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		4. REMARKS AND EXCEPTIONS			
33	LIGHTS				
-40-03	Landing Light				
-00A	(Single light failed)	B	2	1	One may be inoperative.
-00B	(Both lights failed)	C	2	0	May be inoperative provided aircraft is not operated at night.
-01	Recognition / Taxi Mode	C	1	0	(O) May be inoperative provided at least one landing light is verified operative for night operations.
-02 ***	Pulse Light Mode	D	1	0	(O) May be inoperative provided at least one landing light is verified operative for night operations.
-40-05	Position / Navigation Light System	C	1	0	May be inoperative provided system is not required by 14 CFR.
-40-10	Wing Inspection Light	C	1	0	May be inoperative provided: a) Aircraft is not operated at night, and b) Ground deicing procedures do not require its use.
-50-01	Cockpit Flashlight	C	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
-01 ***	Holder	C	-	0	May be inoperative provided associated flashlight is stowed by alternate means.
-50-04	Exterior Emergency Light	B	2	0	May be inoperative provided aircraft is not operated at night.

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		4. REMARKS AND EXCEPTIONS		
34	NAVIGATION			
-12-01	G1000 Outside Air Temperature PFD Indication			Removed revision 03.
-16-01	Altitude Alerting System	B	- 0	(O) May be inoperative provided: a) Altitude pre-select function is operative, b) Autopilot with altitude hold and capture operates normally, c) Aircraft does not depart from an airport where repair or replacement can be made, and d) Aircraft is not operated RVSM.
-01	Aural Alert	C	- 0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and capture operates normally.
-02	Visual Alert	C	- 0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and capture operates normally.
-18-01	Angle of Attack (AOA) System			
-02 ***	Indicator	C	1 0	May be inoperative provided stick shaker is verified operative.
-18-02	Angle of Attack (AOA) Heater			
-01	Vane	C	1 0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.

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		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-23-01	Non-stabilized Magnetic Compass (Units -0360 and on)				
-00A	(Day, VMC)	B	1	0	May be inoperative provided: a) Any combination of two gyro or AHRS-stabilized compass systems are operative, and b) Aircraft is not operated at night or in Instrument Meteorological Conditions (IMC).
-00B		B	1	0	May be inoperative provided: a) Any combination of two gyro or AHRS-stabilized compass systems are operative, b) Aircraft is operated with dual independent navigation capability, and c) Aircraft is operated under positive radar control by ATC on enroute portion of flight.
-01	Internal Lighting	C	1	0	May be inoperative provided flight crew determines adequate natural or artificial lighting exists to read compass.

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		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-24-01	Mechanical Slip/Skid Indicator (Units -0001 thru -0359 excluding G1000-equipped aircraft)	B	2	1	Pilot side must be operative for single-pilot operations.
-24-01	Mechanical Slip/Skid Indicator (Copilot's) (Units -0360 thru -0558 single PFD-equipped aircraft)	B	1	0	
-01	Internal Lighting	C	1	0	May be inoperative provided flight crew determines adequate natural or artificial lighting exists to read indicator.

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		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-25-01 ***	Cursor Control Panel (Units -0360 thru -0701)	C	1	0	May be inoperative provided Class 3 EFB is considered inoperative (Refer to item 46-00-01).
-03	Memory Buttons (MEM1, MEM2, MEM3)	D	3	0	
-04	CHART Button	C	1	0	NOTE: Electronic charts will not be available, alternate charts must be carried.
-05	Rotate Button	C	1	0	NOTE: Some electronic charts may not be legible, alternate charts must be carried.
-06	ZOOM Button	C	1	0	NOTE 1: Some electronic charts may not be legible, alternate charts must be carried. NOTE 2: Graphic weather zoom function is considered inoperative.
-07	Joystick	C	1	0	NOTE 1: Some electronic charts may not be legible, alternate charts must be carried. NOTE 2: Graphic weather pan function is considered inoperative.

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		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-25-05	Display Controller (GCU 275) (Units -0800 and on)	B	1	0	(M) Copilot's side may be failed provided: a) Controller is deactivated, b) Both touchscreen controllers are operative, and c) Barometer synchronization is verified engaged.
-09	Barometer Standard (PUSH STD)	C	1	0	
-11	Range / Pan Control (Knob)	C	1	0	May be inoperative provided touchscreen controller for associated display is operative.
-12	Clear (CLR)	C	1	0	
-13	Enter (ENT)	C	1	0	
-14	Cursor / Select (PFD / PUSH CRSR)	C	3	0	
-15	Direct To (D>)	C	1	0	NOTE: Function may be selected on touchscreen controller.
-16	Flight Plan (FPL)	C	1	0	NOTE: Function may be selected on touchscreen controller.
-17	Radio Control (COM/NAV)	C	1	0	NOTE: Function may be selected on touchscreen controller.
-18	Procedure (PROC)	C	1	0	NOTE: Function may be selected on touchscreen controller.
-19	Barometer Setting (BARO)	B	1	0	May be inoperative provided barometer synchronization is enabled.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-25-07	Touchscreen Controller (Right GTC) (Units -0800 and on)	B	1	0	(M) May be inoperative provided controller is deactivated. NOTE: Any functions or controls that operate normally may be used.
-25-08	MFD Control Unit (GCU 475) (Units -0001 thru -0359 G1000-equipped aircraft)	B	1	0	(O) May be inoperative provided: a) Weather radar is considered inoperative (Refer to item 34-42-01), b) Datalink is considered inoperative (Refer to item 23-20-01), c) Electronic chart is considered inoperative, d) Procedures do not require use of MFD, e) Aircraft is operated in Visual Meteorological Conditions (VMC), f) Aircraft is not operated at night, g) PFD inset maps are used, and h) Alternate procedures are established and used.
-25-10 ***	Synthetic Vision (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on)	C	1	0	May be inoperative provided procedures do not require its use.
-31-01	Localizer System	C	-	-	May be inoperative provided: a) Affected system is not on an emergency bus, b) Associated glideslope is considered inoperative (Refer to item 34-32-01), c) Procedures do not require its use, and d) System is not required by 14 CFR.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-32-01	Glideslope System	C	-	-	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.
-34-01	Marker Beacon Receiver System	C	-	-	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.
-42-01	Weather Radar System	C	1	0	May be inoperative provided system is not required by 14 CFR.
-44-01 ***	Radio Altimeter System (Units -0001 thru -0359)				
-44-01	Radio Altimeter System (Units -0360 and on)				
-00A	(TAWS and TCAS II not required) (Units -0001 -0701)	C	1	0	(M) May be inoperative provided: a) Radio altimeter system is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative, and d) TCAS II is considered inoperative (Refer to item 34-45-01).
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-44-01	Radio Altimeter System (Continued)				
-00A	(TAWS and TCAS II not required) (Units -0800 and on)	C	1	0	(M) May be inoperative provided: a) Radio altimeter system is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative, and d) TCAS II is considered inoperative (Refer to item 34-45-01). NOTE: Landing Operations Phase Inhibit (LOPI) operation will be affected. LOPI may not activate during approach or go-around.
-00B	(TAWS or TCAS II required) (Units -0001 -0701)	A	1	0	(M) May be inoperative provided: a) Radio altimeter system is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative, d) TCAS II is considered inoperative (Refer to item 34-45-01), and e) Repairs are made within two flight days. (Continued)

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-44-01	Radio Altimeter System (Continued)				
-00B	(TAWS or TCAS II required) (Units -0800 and on)	A	1	0	(M) May be inoperative provided: a) Radio altimeter system is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative, d) TCAS II is considered inoperative (Refer to item 34-45-01), and e) Repairs are made within two flight days. NOTE: Landing Operations Phase Inhibit (LOPI) operation will be affected. LOPI may not activate during approach or go-around.
-44-02 ***	Surface Awareness System (Runway Awareness and Advisory System RAAS) (Units -0001 thru -0701)	C	1	0	
-44-02 ***	Surface Awareness System (SurfaceWatch) (Units -0800 and on)	C	1	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-44-03 ***	Terrain Awareness and Warning System (TAWS) (Class A or B TAWS not required)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.
-44-03	Terrain Awareness and Warning System (TAWS) (Includes test mode) (Class A or B TAWS required)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
-01B	Forward Looking Terrain Avoidance Function and Premature Descent Alert Function (Class B TAWS required)	B	2	0	
-02	Excessive Rate of Descent (Mode 1) and Altitude Loss After Takeoff or Missed Approach (Mode 3) (Class A or B TAWS required)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
-03B	Excessive Closure Rate to Terrain (Mode 2) and Flight Into Terrain Not in Landing Configuration (Mode 4) (Class B TAWS required)	C	2	0	
-04B	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class B TAWS required)	C	1	0	
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-44-03	Terrain Awareness and Warning System (TAWS) (Continued)				
-05A	Voice Callouts (Mode 6) ("Five-Hundred") (Class A or B TAWS required)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
-05B	Voice Callouts (Mode 6) (Other) (Class A or B TAWS required)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-06 ***	Windshear Mode (Reactive)	D	1	0	
-44-05 ***	Terrain Display (Class A TAWS not required)	C	-	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II)				
-00A	(TCAS not required)	C	1	0	(M) May be inoperative provided: a) System is deactivated, b) System is not required by 14 CFR, and c) Enroute or approach procedures do not require its use.
-00B	(TCAS required)	B	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require its use.
-01	Traffic Alert (TA) Display System (TCAS II only)	C	-	0	(O) May be inoperative provided: a) Resolution Advisory (RA) visual display and audio function are operative, and b) Enroute or approach procedures do not require its use.
-02A	Resolution Advisory (RA) Display System (TCAS II only)	C	2	1	One may be inoperative on pilot not flying side.
-02B	Resolution Advisory (RA) Display System (TCAS II only)	C	2	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio function are operative, b) TA-only mode is selected by flight crew, and c) Enroute or approach procedures do not require its use.
-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
-05	Airspace Selection Function	C	-	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-45-02 ***	Traffic Collision Avoidance Device (TCAD)	D	1	0	
-46-01 ***	Lightning Detection System	C	1	0	May be inoperative provided system is not required by 14 CFR.
-50-01	Radio Magnetic Indicator (RMI) (Units -0001 thru -0359 excluding G1000-equipped aircraft)	C	-	0	May be inoperative provided procedures do not require its use.
-51-01	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-52-01	ATC Transponder and Automatic Altitude Reporting System				
-00A	(Select transponder failed)	D	-	1	May be inoperative provided system is not required by 14 CFR.
-00B	(All transponders failed)	B	-	0	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight, c) Traffic Alert and Collision Avoidance System (TCAS) is considered inoperative (Refer to item 34-45-01), and d) Aircraft is not operated RVSM.
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-52-01	ATC Transponder and Automatic Altitude Reporting System (Continued)				
-01 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not required by 14 CFR)	A	-	0	May be inoperative provided: a) Operations do not require their use, and b) Repairs are made prior to completion of next scheduled inspection/check.
-02	ADS-B Squitter Transmission (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on)	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next scheduled inspection / check of system.
-54-01	Very High Frequency Omni Range (VOR) System	C	-	0	May be inoperative provided: a) Affected system is not on an emergency bus, b) Procedures do not require its use, and c) System is not required by 14 CFR.
-55-01 ***	Automatic Direction Finder (ADF)	D	-	0	May be inoperative provided operations do not require its use.
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	C	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE 1: Enhanced function of TAWS may not be available. NOTE 2: ADS-B output may not be available.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-60-01	Data Loader (SD card slot) (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on)	C	-	-	NOTE: Certain card slots are used for real-time data access. If inoperative, associated features are considered inoperative.
-60-01	Data Loader (Units -0001 thru -0359 excluding G1000-equipped aircraft and Units -0360 thru -0701)	C	-	0	
-60-02	Flight Management System (FMS)	B	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE: Enhanced function of TAWS may not be available.
-61-01	Navigation Database	C	-	-	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to each flight, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
35	OXYGEN				
-00-03	Oxygen System				
-01	Fill Port	C	1	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.
-03	Blowout Disk / Green Label	C	1	0	(O) May be missing or damaged provided oxygen pressure is verified prior to each flight.
-20-01	Passenger Oxygen System				
-00A	(With cabin occupants)	B	1	0	May be inoperative provided: a) Cabin pressurization system is operative, b) Portable oxygen system is available, c) Aircraft is able to descend within 4 minutes to a cabin pressure altitude of 13,000 feet at all points along route to be flown, and d) Aircraft is operated at FL250 or below.
-00B	(Without cabin occupants)	C	1	0	May be inoperative provided: a) OXYGEN CONTROL is selected to CREW ONLY, and b) No cabin occupants are carried.
-01	Mask	C	-	0	(M) Individual oxygen masks or dispensers may be inoperative or missing provided: a) Affected mask pintle pin is installed, and b) Associated seat or lavatory is placarded "DO NOT OCCUPY".
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
35	OXYGEN				
-20-01	Passenger Oxygen System (Continued)				
-02	Drop-out Panel	C	-	0	(M) Individual panels may be out of normal position provided: a) Affected oxygen mask and drop out panel are removed, b) Affected mask pintle pin is installed, and c) Associated seat or lavatory is placarded "DO NOT OCCUPY".
-30-02 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
38	WATER / WASTE				
-30-01 ***	Relief Tube (Toilet)	C	1	0	(M) May be inoperative provided: a) All liquid is removed from relief tube, and b) Drain heater is deactivated.
-30-03	Lavatory Waste System	C	1	0	(O) Individual components may be inoperative provided: a) Cabin occupants are briefed prior to each flight that lavatory is inoperative and unusable, and b) Lavatory is placarded "DO NOT USE".

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
45	CENTRAL MAINTENANCE SYSTEM				
-00-01 ***	Aircraft Recording System (ARes)	D	1	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
46	INFORMATION SYSTEMS				
-00-01 ***	Electronic Flight Bag (EFB) System				
-00A	Class 3 EFB (Includes IFIS)	D	-	0	May be inoperative provided procedures do not require its use.
-00B	Class 3 EFB (Includes IFIS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.
-01A	Data Connectivity (Class 2)	D	-	0	May be inoperative provided procedures do not require its use.
-01B	Data Connectivity (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-02A	Power Connection (Class 1 & 2)	D	-	0	May be inoperative provided procedures do not require its use.
-02B	Power Connection (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-03A	Mounting Device (Class 2)	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Procedures do not require its use.
-03B	Mounting Device (Class 2)	C	-	0	(M) (O) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Alternate procedures are established and used.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
52	DOORS				
-10-01	Main Cabin Door				
-01	Key Lock (Failed unlocked)	D	1	0	
-04	Primary Seal (Unpressurized)	C	1	0	May be inoperative provided: a) Primary seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-05A	Secondary Seal (Pressurized)	C	1	0	May be damaged provided: a) Primary door seal is operative, b) Secondary seal does not interfere with door operation, and c) Aircraft is operated at FL250 or below.
-05B	Secondary Seal (Unpressurized)	C	1	0	May be damaged provided: a) Secondary seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-08	Gust Lock	B	1	0	(O) May be inoperative provided a procedure is established and used to prevent unrestricted movement of cabin door.
-20-01	Escape Hatch Lock Pin	C	1	0	May be inoperative or missing provided: a) Escape hatch is unlocked, and b) Escape hatch operates normally.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
52	DOORS				
-30-01	Aft Baggage Door				
-01	Key Lock (Failed unlocked)	D	1	0	(O) May be inoperative provided door is verified closed and latched prior to each flight. NOTE: Aft baggage door warning system may activate.
-40-01	Nose Baggage Door (Per side)				
-01A	Key Lock (Failed unlocked)	C	2	0	(O) May be inoperative provided door is verified closed and latched prior to each flight. NOTE: Nose baggage door warning system may activate.
-01B	Key Lock (Failed locked)	C	2	1	(O) One may be inoperative provided alternate procedures are established and used to perform required preflight actions through operative door.
-70-01	Door Warning System				
-01	Aft Baggage	C	1	0	(O) May be inoperative provided: a) Door is verified closed, latched, and locked prior to each flight, and b) Aircraft is operated at 200 KIAS or less.
-06	Nose Baggage	B	2	0	(O) May be inoperative provided: a) Door is verified closed, latched, and locked prior to each flight, and b) Aircraft is operated at 200 KIAS or less.
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
52	DOORS				
-70-01	Door Warning System (Continued)				
-07	Main Cabin	B	1	0	(O) May be inoperative provided: a) Door is verified closed and handle latched, b) All lock flags are visible in sight glass locations, c) Internal door handle is verified correctly stowed, d) Aircraft is operated at 200 KIAS or less, and e) Aircraft is operated at FL250 or below.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
73	ENGINE FUEL AND CONTROL				
-33-01	Fuel Flow Indicating System	B	2	1	One may be inoperative provided both fuel quantity indicating systems are operative.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
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		4. REMARKS AND EXCEPTIONS			
76	ENGINE CONTROLS				
-01-01	Engine Synchronizer System (Failed off)	C	1	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
78	ENGINE EXHAUST				
-30-02	Thrust Attenuator (Units -0001 thru -0558)	C	2	0	(M) May be inoperative provided: a) Both attenuators are secured in stowed position, b) Aircraft is operated in accordance with AFM DISPATCH WITH ATTENUATOR STOWED abnormal procedure, and c) Steep approaches are not conducted.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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SECTION TWO

CAS MESSAGE ORIENTED MMEL RELIEF

(Units -0800 and on)

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
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INTRODUCTION

Two section MMELs are authorized by FAA PL 119. Section Two of two-section MMELs may grant relief for failure indications presented as CAS messages on Engine Indicating and Crew Alerting Systems (EICAS), or Electronic Centralized Aircraft Monitoring (ECAM), rather than the traditional relief (Section One) for failed equipment. New technology self-diagnostic tests eliminate the need for failure isolation procedures by maintenance personnel for many CAS messages. By using (O) procedures, the crew can complete selected system/component deactivation/re-configuration from the cockpit **for which the crew has been trained.**

Section Two will only contain CAS message relief if the crew can act on the item. CAS message relief must ensure safe operation of aircraft. Flight Operations Evaluation Boards (FOEB) will use the normal FOEB processes for determining which CAS messages go into each section.

TWO-SECTION MMEL GUIDANCE:

Modern technology CAS MMELs shall be divided into two sections.

- A. Section One.** Items which either require maintenance actions (this may include some CAS messages), or caution/advisory information. Section One will continue to use the existing Line Replaceable Units (LRU)-oriented MMEL format and should address the following type of equipment failures:
1. Failures which are not annunciated to crew; and
 2. Failures which are annunciated, but the failure indication by itself is not considered sufficient to determine the aircraft airworthiness status.
- B. Section Two.** Includes only items where flight members may act on CAS messages. MMEL items where CAS messages can be used to determine the aircraft airworthiness should be formatted as follows:
1. It should have only two columns:
 - a. Column one should list the failure indications (messages) for which relief is given (if desired, the messages may be listed in alphabetical order with no ATA break down).
 - b. Column two should include the corresponding MMEL limitations and/or procedures. The format of this column should be in line with the format requirements of the "Remarks or Exceptions" column of the conventional "LRU oriented" MMEL.
Note: In many cases, CAS messages will not require maintenance to perform fault analysis. Relief provisos for these CAS items are expected to be more restrictive in content and repair interval, as compared to Section One relief provisos.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
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2. Section Two CAS message relief items require flight crews to accomplish one or more steps to deactivate/re-configure the affected system prior to flight. The “(O)” indicates the need for these tasks. Tasks include, but are not necessarily limited to the following duties:
 - a. Procedures accomplished using cockpit (or cabin) system controls.
 - b. Deactivation of affected systems (by pulling system breaker or use of remote electronic system isolation);
 - c. Visual confirmation of remote gauge indications, or valve positions as provided by integral external indicators; and
 - d. Visual inspection behind panels (internal or external).
 - 1) These panels must be accessible without tools via quick-release latches and must clearly indicate their unlocked or unsafe state (red/green safe window; flush fit latches - candidates to be verified at FOEB).
 - 2) The visual inspection of compartments accessed by the panels is within the normal crew duty requirements for which they have been trained; and
 - 3) The crew may use an external ladder for visual inspection behind panels as long as this procedure is within the normal crew duty requirements for which they have been trained. Special equipment such as maintenance stands and hydraulic lifts may not be used by the crew to perform visual inspections.

C. The following statement will be included on page 1 of Section Two in all two-section MMELs:

1. Section Two of the MMEL will list only Crew Alerting system (CAS) messages meeting the following requirements:
 - a. Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane;
 - b. Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
 - c. Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.
2. CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

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WHITE CAS Messages	Dispatch Consideration	
ADS-B FAIL	Aircraft may be dispatched provided Automatic Dependent Surveillance-Broadcast (ADS-B) Squitter Transmission is considered inoperative.	
AP FAIL	Aircraft may be dispatched provided autopilot system is considered inoperative.	
DIAGNOSTICS REC FAIL	Aircraft may be dispatched provided Aircraft Recording System (AReS) is considered inoperative.	
*** FDR FAIL	Aircraft may be dispatched provided Flight Data Recorder (FDR) is considered inoperative.	
*** SURFACEWATCH FAIL	Aircraft may be dispatched provided surface awareness system is considered inoperative.	
TRANSPONDER FAIL 1 or 2	Aircraft may be dispatched provided affected ATC transponder is considered inoperative.	
YD FAIL	Aircraft may be dispatched provided yaw damper is considered inoperative.	

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AMBER CAS Messages

Dispatch Consideration

AFT DOOR OPEN

Aircraft may be dispatched provided aft baggage door warning system is considered inoperative.

AOA HEATER FAIL

Aircraft may be dispatched provided Angle of Attack (AOA) vane heater is considered inoperative.

CABIN DOOR OPEN

Aircraft may be dispatched provided main cabin door warning system is considered inoperative.

CABIN DOOR SEAL

Aircraft may be dispatched provided main cabin door primary seal is considered inoperative.

ELEC PIT TRIM FAIL

Aircraft may be dispatched provided electric elevator trim system is considered inoperative.

ENGINE A/I COLD L or R

Aircraft may be dispatched provided engine inlet anti-ice is considered inoperative.

FUEL LEVEL LOW L and/or R

(when fuel quantity is known to be above threshold)

Aircraft may be dispatched provided fuel level low indicating system is considered inoperative.

GMA FAIL 2

Aircraft may be dispatched provided copilot's audio panel is considered inoperative.

GSD FAIL 1

Aircraft may be dispatched provided stabilizer pneumatic boot de-ice system, cockpit and cabin temperature control system automatic mode, cabin pressurization system automatic schedule mode, Distance Measuring Equipment (DME) 1, and Traffic Alert and Collision Avoidance (TCAS) are considered inoperative.

GSD FAIL 2

Aircraft may be dispatched provided Traffic Alert and Collision Avoidance (TCAS), Distance Measuring Equipment (DME) 2, and satellite datalink are considered inoperative.

NOSE DOOR OPEN L and/or R

Aircraft may be dispatched provided nose baggage door warning system is considered inoperative.

P/S COLD L

(when selected ON)

Aircraft may be dispatched provided pilot static port heater is considered inoperative.

P/S COLD R

(when selected ON)

Aircraft may be dispatched provided copilot pitot heater is considered inoperative.

AIRCRAFT: CESSNA 525	REVISION NO. 03 DATE: 12/19/2013	PAGE NO. 2-3
AMBER CAS Messages	Dispatch Consideration	
PRESSURIZATION CNTRL	Aircraft may be dispatched provided cabin pressurization controller modes (excluding manual) are considered inoperative.	
RADAR FAIL	Aircraft may be dispatched provided weather radar system is considered inoperative.	
TAIL DE-ICE FAIL	Aircraft may be dispatched provided stabilizer pneumatic boot de-ice system is considered inoperative.	
TCAS FAIL	Aircraft may be dispatched provided traffic alert and collision avoidance system is considered inoperative.	
TERRAIN FAIL	Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) forward looking terrain avoidance function and premature descent alert function are considered inoperative.	
TRANSPONDER FAIL 1 and 2	Aircraft may be dispatched provided both ATC transponders are considered inoperative.	
WINDSHEAR FAIL	Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) windshear mode is considered inoperative.	
WING A/I COLD L or R	Aircraft may be dispatched provided wing bleed air anti-ice system is considered inoperative.	