



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 2
Date: 09/22/2014

Cessna 525B **CE-525B**

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HIGHLIGHTS OF CHANGE

NOTE: This revision is a reissuance. All relief should be considered revised. This revision incorporates a new numbering system. Items may not be listed in consecutive order. This is by intention.

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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.

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GUIDELINES FOR (M) AND (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 525B Master Minimum Equipment List (P/N 525BCOMP-02-00, or later revision). Operator's MEL procedures should be based on the Cessna procedures.

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Environmental Control

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Cabin Overhead Air Outlet	C	-	0		
-20-02	Cockpit Overhead Air Outlet	C	2	0		
-20-06	Cockpit Torso Air Outlet	C	2	0	One may be inoperative.	
-21-06	Glareshield Fan	C	2	1		
-21-08	Nose Avionics Cooling Fan	C	1	0		
-21-12	Defog Fan	C	1	0	May be inoperative provided: a) Windshield anti-ice system is operative, b) Both glareshield fans are operative, and c) A means to clear windshield of moisture is readily available.	
-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).	

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Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System					
-00A	(Unpressurized with cabin occupants) (Units -0001 thru -0450)	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 13,600 feet cabin altitude or below, and d) Flight crew oxygen system is used as required by 14 CFR.	
					NOTE: CABIN ALT red annunciator may illuminate and CABIN PRESSURE aural warning may sound (voice-equipped aircraft) at 9,500 feet cabin altitude.	
-00A	(Unpressurized with cabin occupants) (Units -0451 and on)	C	1	0	(O) May be inoperative provided: a) PRESSURIZATION is selected to STBY, b) CABIN DUMP is selected ON, c) Aircraft is operated at 13,600 feet cabin altitude or below, and d) Flight crew oxygen system is used as required by 14 CFR.	
					NOTE: PRESSURIZATION CTRL amber message may appear. CABIN ALTITUDE red message may appear and CABIN ALTITUDE aural warning may sound at 9,500 feet cabin altitude.	
					(Continued)	

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21. Environmental Control

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System (Continued)					
-00B	(Unpressurized without cabin occupants) (Units -0001 thru -0450)	C	1	0	(M) (O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) Emergency pressurization system is deactivated, c) CABIN DUMP is selected ON, d) OXYGEN CONTROL VALVE is selected to CREW ONLY, e) No cabin occupants are carried, f) Aircraft is operated at FL250 or below, and g) Flight crew oxygen system is used as required by 14 CFR. NOTE: CABIN ALT red annunciator may illuminate and CABIN PRESSURE aural warning may sound (voice-equipped aircraft) at 9,500 +/- 400 feet cabin altitude.	
-00B	(Unpressurized without cabin occupants) (Units -0451 and on)	C	1	0	(O) May be inoperative provided: a) PRESSURIZATION is selected to STBY, 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 used as required by 14 CFR. NOTE: PRESSURIZATION CTRL amber message may appear. CABIN ALTITUDE red message may appear and CABIN ALTITUDE aural warning may sound at 9,500 feet cabin altitude.	

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21. Environmental Control

Sequence No.	Item	1	2	3	4	Change Bar
-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 -0450)	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 -0451 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 -0450)	C	1	0	May be inoperative provided automatic schedule mode is operative.	
-04	Any Mode (Excluding manual) (Units -0001 thru -0450)	C	2	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).	
-04	Any Mode (Excluding manual) (Units -0451 and on)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).	

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21. Environmental Control

Sequence No.	Item	1	2	3	4	Change Bar
-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 -0450)	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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21. Environmental Control

Sequence No.	Item	1	2	3	4	Change Bar
-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).	
-33-02	Pressure Regulating Valve					
-00A	(Pressurized) (Units -0001 thru -0450)	C	2	1	(M) One may be inoperative provided: a) Affected valve is secured for no flow, b) Cabin pressurization system is operative, c) AIR SOURCE SELECT is selected to operative source, and d) Aircraft is operated at FL250 or below.	
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21. Environmental Control

Sequence No.	Item	1	2	3	4	Change Bar
-33-02	Pressure Regulating Valve (Continued)					
-00A	(Pressurized) (Units -0451 and on)	C	2	1	(M) One may be inoperative provided: a) Affected valve is secured for no flow, b) Cabin pressurization system is operative, c) AIR SOURCE is selected to operative source, and d) Aircraft is operated at FL250 or below.	
-00B	(Unpressurized) (Units -0001 thru -0450)	C	2	0	(M) May be inoperative provided: a) Both valves are secured for no flow, b) AIR SOURCE SELECT is selected OFF, c) Cockpit and cabin temperature control systems are considered inoperative (Refer to item 21-60-01), and d) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).	
-00B	(Unpressurized) (Units -0451 and on)	C	2	0	(M) May be inoperative provided: a) Both valves are secured for no flow, b) AIR SOURCE is selected OFF, c) Cockpit and cabin temperature control systems are considered inoperative (Refer to item 21-60-01), and d) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).	
-33-03	Flow Control Valve	C	2	1	May be inoperative provided both pressure regulating valves are operative.	

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21. Environmental Control

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Vapor-cycle Air Conditioning System (Units -0001 thru -0450)	C	1	0	(M) May be inoperative provided: a) Air conditioning system is deactivated, b) AIR CONDITIONING is selected OFF, c) Windshield defog is considered inoperative (Refer to item 21-21-12), d) Cabin and cockpit temperature control systems are operative, and e) All glareshield fans are operative.	
-50-02	Vapor-cycle Air Conditioning System (Units -0451 and on)	C	1	0	(M) May be inoperative provided: a) Air conditioning system is deactivated, b) AIR COND is selected OFF on GTC Temperature page, c) Windshield defog is considered inoperative (Refer to item 21-21-12), d) Cabin and cockpit temperature control systems are operative, and e) All glareshield fans are operative.	
-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 -0450)	C	1	0		

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Sequence No.	Item	1	2	3	4	Change Bar
-50-03	Evaporator Fan					
-05	Forward (FWD) (Units -0001 thru -0450)	C	1	0	(M) May be inoperative provided: a) Aft evaporator fan is operative, b) Forward evaporator fan is deactivated, c) DEFOG FAN is selected OFF, d) Windshield anti-ice system is operative, and e) A means to clear windshield of moisture is readily available.	
-05	Forward (FWD) (Units -0451 and on)	C	1	0	(M) May be inoperative provided: a) Aft evaporator fan is operative, b) Forward evaporator fan is deactivated, c) DEFOG is selected OFF on GTC Temperature page, d) Windshield anti-ice system is operative, and e) A means to clear windshield of moisture is readily available.	
-06	Aft (AFT)	C	1	0	(M) May be inoperative provided: a) Forward evaporator fan is operative, b) Aft evaporator fan is deactivated, and c) Cockpit and cabin temperature control system manual mode is operative and used.	

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21. Environmental Control						
Sequence No.	Item	1	2	3	4	Change Bar
-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 used.	
-02	Manual Mode	C	1	0	May be inoperative provided temperature control system automatic mode is used.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Autopilot Disconnect Button (AP TRIM DISC) (Failed deselected) (Units -0001 thru -0450)					
-10-01	Autopilot Disconnect Button (AP DISC) (Failed deselected) (Units -0451 and on)					
-00A	Left Control Wheel	C	1	0	May be inoperative provided: a) Right control wheel button is operative, b) A pilot remains 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 for single-pilot operations.	
-00C	(All buttons failed)	B	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 SYNC) (Units -0001 thru -0450)	C	2	0		

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Autopilot Interrupt/Flight Director Sync Button (CWS) (Units -0451 and on)	C	2	0		
-10-03	Autopilot System	B	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 is operative, d) Aircraft is not operated RVSM, e) Aircraft is not operated single-pilot, and f) Yaw damper is considered inoperative (Refer to item 22-10-05).	
-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	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 FL300 or below.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-01	Autopilot Controller Annunciator (APP-85) (Failed to illuminate) (Units -0001 thru -0450)					
-07	Autopilot Transfer (AP XFR button)	C	1	0	May be inoperative provided green coupled arrow in PFD flight director mode box points to desired side.	
-08	Turbulence (TURB button)	D	1	0		
-13-02	Autopilot Controller Function Control (APP-85) (Units -0001 thru -0450)					
-01	Turbulence	D	1	0		
-13-03	Flight Guidance Controller Annunciator (MSP-85) (Failed to illuminate) (Units -0001 thru -0450)					
-13-03	Flight Guidance Controller Annunciator (GMC 710) (Failed to illuminate) (Units -0451 and on)					
-01	Altitude (ALT button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
(Continued)						

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Flight Guidance Controller Annunciator (Failed to illuminate) (Continued)					
-03	Approach (APPR button) (Units -0001 thru -0450)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-03	Approach (APR button) (Units -0451 and on)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-04	Autopilot (AP button) (Units -0451 and on)	C	1	0	May be inoperative provided AP annunciation appears in PFD flight director mode box.	
-05	Back Course (B/C button) (Units -0001 thru -0450)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-05	Back Course (BC button) (Units -0451 and on)	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) (Units -0451 and on)	C	1	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 (1/2 BANK button) (Units -0001 thru -0450)	C	1	0	May be inoperative provided white bank limit arc appears on PFD attitude display.	
(Continued)						

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Flight Guidance Controller Annunciator (Failed to illuminate) (Continued)					
-10	Half Bank (BANK button) (Units -0451 and on)	C	1	0	May be inoperative provided green bank limit arc appears on PFD attitude display.	
-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 (VNAV button) (Units -0001 thru -0450)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-13	Vertical Navigation (VNV button) (Units -0451 and on)	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) (Units -0451 and on)	C	1	0	May be inoperative provided YD annunciation appears in PFD flight director mode box.	

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Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Flight Guidance Controller Function Control (MSP-85) (Units -0001 thru -0450)					
-13-04	Flight Guidance Controller Function Control (GMC 710) (Units -0451 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 (APPR button) (Units -0001 thru -0450)	B	1	0	May be inoperative provided procedures do not require its use.	
-02	Approach (APR button) (Units -0451 and on)	B	1	0	May be inoperative provided procedures do not require its use.	
-03	Autopilot (AP button) (Units -0451 and on)	B	1	0	May be inoperative provided autopilot system is considered inoperative (Refer to item 22-10-03).	
-04	Back Course (B/C button) (Units -0001 thru -0450)	C	1	0	May be inoperative provided procedures do not require its use.	
-04	Back Course (BC button) (Units -0451 and on)	C	1	0	May be inoperative provided procedures do not require its use.	
-05	IAS/Mach Change-over (SPD Button) (Units -0451 and on)	D	1	0		
(Continued)						

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Flight Guidance Controller Function Control (Continued)					
-06	Coupled Side (XFR button) (Units -0451 and on)	C	1	0	May be inoperative provided arrow points to pilot flying side.	
-07	Course (CRS1 or CRS2 knob) (Units -0451 and on)	B	2	1	One may be inoperative provided procedures do not require its use.	
-08	Course Direct (CRS1 or CRS2 PUSH DIR) (Units -0451 and on)	C	2	0		
-09	Flight Director (FD button) (Units -0001 thru -0450)	B	2	1	One may be inoperative provided button is operative on pilot flying side.	
-10	Flight Level Change (FLC button)	C	1	0	May be inoperative provided procedures do not require its use.	
-11	Half Bank (1/2 BANK) (Units -0001 thru -0450)	C	1	0		
-11	Half Bank (BANK Button) (Units -0451 and on)	C	1	0		
-13	Heading Sync (HDG PUSH SYNC) (Units -0451 and on)	C	1	0		
-14	Navigation (NAV Button)	B	1	0	May be inoperative provided procedures do not require its use.	
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Flight Guidance Controller Function Control (Continued)					
-16	Vertical Navigation (VNAV button) (Units -0001 thru -0450)	C	1	0	May be inoperative provided procedures do not require its use.	
-16	Vertical Navigation (VNV button) (Units -0451 and on)	C	1	0	May be inoperative provided procedures do not require its use.	
-17	Vertical Speed (VS button)	C	1	0	May be inoperative provided procedures do not require its use.	
-18	Yaw Damper (YD Button) (Units -0451 and on)	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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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-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		
-03	Antenna/Jack (For portable device)	D	-	0	May be inoperative.	
-10-01 ***	High Frequency (HF) Communication System					
-00A	(Dual LRCS not required)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
(Continued)						

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	High Frequency (HF) Communication System (Continued)					
-00B	(Dual LRCS required)	C	-	1	(O) May be inoperative while conducting operations which require two Long-Range Communication Systems (LRCS) provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
-01	Wire Antenna	C	1	0	(M) May be inoperative, missing, or damaged 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).	

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Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Very High Frequency (VHF) Communication System	D	-	-	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 -0451 and on)	D	-	0	May be inoperative provided procedures do not require its use.	
-03 ***	Antenna/Jack (For portable device)	D	-	0	May be inoperative.	
-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		
-20-02	Ground Avionics/Diagnostics Wi-Fi System (Units -0451 and on)	D	1	0		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-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 -0451 and on)	D	1	0		
-40-01 ***	Automatic Cabin Briefer	D	1	0		
-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.	
-50-01	Audio Panel (Units -0001 thru -0450)	C	2	1	Right side panel may be inoperative provided aircraft is operated single-pilot.	
-01	Microphone Selector (COM1, COM2, HF, PA Button) (Per side)	C	-	-	Individual selectors may be inoperative provided associated communication system is not required by procedures or 14 CFR.	
(Continued)						

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Audio Panel (Units -0001 thru -0450) (Continued)					
-02	Audio Selector / Volume Control (COM1, COM2, HF, PA, NAV1, NAV2, ADF1, ADF2, DME1, DME2, MKR) (Per side)	C	-	-	Individual selectors may be inoperative provided associated system is not required by procedures or 14 CFR.	
-03	Marker Beacon Mute (MUTE) (Per side)	C	1	0		
-50-02 ***	Cabin / Observer Intercom System	D	1	0	May be inoperative provided procedures do not require its use.	
-50-03	Cockpit Overhead Communication Speaker	C	2	1	One may be inoperative provided: a) Affected speaker is not required for procedures, and b) A headset is used for associated inoperative speaker.	
-50-04	Cockpit Hand Microphone					
-00A		D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
-00B		C	2	0	May be inoperative provided associated boom microphone is operative.	
-01	Jack	C	-	0	May be inoperative provided associated hand microphone is considered inoperative (Refer to item 23-50-04).	
-02	Holder	D	-	0	(O) May be inoperative provided associated hand microphone is secured by alternate means.	

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Sequence No.	Item	1	2	3	4	Change Bar
-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 14 CFR.	
-02	Headset Earphones / Headphones	C	-	1	May be inoperative provided associated cockpit overhead communication speaker is operative.	
-03 ***	Active Noise Reduction (ANR) Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
-04 ***	Powered Headset System (Units -0001 thru -0450)	D	-	0	May be inoperative provided non-powered headset jack is operative or headset is not used.	
-04	Powered Headset System (Units -0451 and on)	D	-	0	May be inoperative provided non-powered headset jack is operative or headset is not used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-06	Cockpit Headset Audio System					
-00A		C	2	0	May be inoperative provided: a) Both cockpit overhead communication speakers are used, and b) Headset audio system is not required by 14 CFR or procedures.	
-00B		C	2	1	One 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.	
-05	Interphone Position (Units -0001 thru -0450)	B	2	1	May be inoperative provided VOX is selected ON on associated audio panel.	
-50-08	Radio Tuning Unit (RTU 2) (Units -0001 thru -0450)	B	1	0	NOTE: Any functions or controls that operate normally may be used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Static Wick				NOTE: May include mounting base provided no damage exists to attaching structure.	
-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)	-	1	1	NOTE 1: Wing tip assembly is entire removable section outboard of fuel closure rib. NOTE 2: This static wick is required. Relief should not be taken under another installation area.	
-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	NOTE: This static wick is required. Relief should not be taken under another installation area.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Cockpit Voice Recorder (CVR)					
-00A	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided: a) Any Flight Data Recorder (FDR) required to be installed is operative, and b) Repairs are made within three flight days.	
-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 ***	(All operators)	C	1	0	May be inoperative provided recorder is not required by 14 CFR.	
-01 ***	Recorder Independent Power Supply (RIPS)	C	1	0		
-02	Underwater Locator Device (ULD)	D	1	0	May be inoperative provided device is not required by 14 CFR.	
-03A	Datalink Recording	C	1	0	May be inoperative provided datalink recording is not required by 14 CFR.	
-03B	Datalink Recording	A	1	0	May be inoperative provided repairs are made within three flight days.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Battery Temperature Warning System (Aircraft with lead-acid battery installed)	C	1	0		
-31-02 ***	Battery Temperature Indicator (Units -0001 thru -0450)					
-00A	(With Lead-Acid Battery Installed)	D	1	0		
-00B	(With Ni-Cad Battery Installed)	C	1	0	May be inoperative provided battery temperature warning system is verified operative.	
-37-04	Engine DC Generator Amperage Gauge/Indication (Units -0001 thru -0134 and Units -0294 thru -0450)	B	2	1	One may be inoperative provided: a) Both GEN OFF annunciators are verified operative, b) Aircraft is not operated at night, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-40-01	External Power System	D	1	0		
-50-01 ***	AC Cockpit Outlet	D	-	0	May be inoperative provided procedures do not require its use.	
-60-01 ***	DC Cockpit Outlet	D	-	0	May be inoperative provided procedures do not require its use.	
-60-02 ***	Ground Dispatch Power System	C	1	0		

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-60-03	Interior Disconnect	C	1	0	(M) (O) May be inoperative provided: a) Interior power system is deactivated, b) Cabin emergency lighting is verified operative, and c) Passengers are briefed on disabled cabin electrical systems or are not carried. NOTE: Items powered by interior bus are considered inoperative. This includes, but is not limited to: Cabin interior lighting, cabin window shade system, galley appliances, galley drain, lavatory, toilet drain, cabin AC inverter, and cabin entertainment system.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-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		
-10-02 ***	Cockpit Curtain	D	-	0	(M) May be missing, or inoperative provided curtain is secured open.	
-10-03	Cockpit Sunvisor System (Including attach mechanism)	D	-	0	May be missing, or inoperative 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 missing, or inoperative provided affected armrest is removed.	
-02 ***	Lumbar Support	D	1	0		
-03	Recline/Tilt Function	C	1	0	(M) (O) May be inoperative provided: a) Affected seat is secured or failed 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.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-10-05	Flight Crew Seat (Per seat) (Continued)					
-04 ***	Restraint Buckle Protective Padding	D	1	0	May be damaged or missing.	
-06	Vertical Adjustment	C	1	0	(M) (O) May be inoperative provided: a) Affected seat is secured or failed 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.	
-07	Copilot Seat Belt / Shoulder Harness	C	1	0	May be inoperative provided seat remains unoccupied.	
-08	Copilot Floor Tracking	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 ***	Cabin Ashtray (Excluding lavatory door)	A	-	1	May be inoperative or missing provided ashtray is replaced within three calendar days.	

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Sequence No.	Item	1	2	3	4	Change Bar
-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 operator's NEF deferral program. NEF program procedures and processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flight crew and included in operator's appropriate document. NOTE: Exterior lavatory door ashtray is not considered an NEF item.	
-20-06	Passenger Seat (Including side-facing seats, 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 aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: Affected seat(s) may include seats near inoperative seat(s).	
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Sequence No.	Item	1	2	3	4	Change Bar
-20-06	Passenger Seat (Including side-facing seats, folding seats and couches) (Per seat) (Continued)					
-01	Armrest	D	-	0	May be inoperative or missing with seat occupied provided: a) Armrest does not block an emergency exit, b) Armrest does not restrict any cabin occupant from access to aisle, and c) If armrest is missing, affected seat controls are considered inoperative (Refer to item 25-20-06-02).	
-02A	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	(M) May be inoperative with 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 with 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).	
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Sequence No.	Item	1	2	3	4	Change Bar
-20-06	Passenger Seat (Including side-facing seats, folding seats and couches) (Per seat) (Continued)					
-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		
-30-01	Refreshment Center Hot Liquid Storage System Heater	C	-	0	(M) May be inoperative provided system is deactivated.	
-30-03 ***	Coffee / Espresso Maker	D	-	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 alternate means or not carried.	
-01A	Anchor Plate	C	-	0	Individual anchor plates may be inoperative provided: a) No visible damage exists, and b) Baggage is secured using remaining anchor plates or not carried.	
(Continued)						

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Baggage Restraint System (Continued)					
-01B	Anchor Plate	C	-	0	(M) Individual anchor plates may be damaged provided: a) Attaching structure is inspected for damage, and b) Baggage is secured using remaining anchor plates or not carried.	
-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".	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Cabin Storage Compartment (Continued)					
-00B		C	-	0	(M) May be inoperative provided: a) Affected door is removed, b) Affected compartment is not used for storage of any item, including 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".	
-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.	
-60-03	Emergency Medical Equipment					
-01 ***	Automatic External Defibrillator (AED) (Includes associated equipment)	D	-	0		
(Continued)						

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Sequence No.	Item	1	2	3	4	Change Bar
-60-03	Emergency Medical Equipment (Continued)					
-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 missing, or inoperative provided affected preserver is placarded "INOPERATIVE" or removed.	
-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 or removed, and b) Repairs are made within 90 calendar days.	
-02B	Fixed, Automatic	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated or removed.	
-64-01 ***	Life Raft	D	-	-	Any in excess of those required by 14 CFR may be missing, or inoperative provided affected raft is placarded "INOPERATIVE" or removed.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Baggage Compartment Smoke Detection System (Forward or aft)	C	2	0	May be inoperative provided affected baggage compartment remains empty (excluding ballast and/or fly away kits). NOTE: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: 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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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-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	B	1	0	(M) (O) May be inoperative provided: a) Electric elevator trim system is deactivated, b) Manual trim is verified to operate normally, 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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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-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.	
-41-02	Fuel Quantity Indicating System (Units -0001 thru -0450)	A	2	1	(O) One indication may be inoperative provided: a) Both fuel low level indicating systems and both fuel flow indicating systems are operative, b) Fuel required for route to be flown is increased by 10%, c) Flight is restricted to a maximum of three hours, remaining within one hour of a suitable airport at all points along route, d) Both fuel tanks are fueled over-wing to a known, balanced quantity, e) Fuel use is tracked, f) If autopilot is used, it is disconnected every twenty minutes to detect possible lateral fuel imbalance, monitor trim required and aileron mistrim PFD indication, and g) Repairs are made within three flight cycles.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Fuel Quantity Indicating System (Units -0451 and on)	A	2	1	(O) One indication may be inoperative provided: a) Both fuel low level indicating systems and both fuel flow indicating systems are operative, b) Fuel required for route to be flown is increased by 10%, c) Flight is restricted to a maximum of three hours, remaining within one hour of a suitable airport at all points along route, d) Both fuel tanks are fueled over-wing to a known, balanced quantity, e) Fuel use is tracked, f) If autopilot is used, it is disconnected every twenty minutes to detect possible lateral fuel imbalance, monitor trim required and RETRIM L-R WING DOWN amber message, and g) Repairs are made within three flight cycles.	
-43-01	Fuel Temperature Indication	A	2	1	One may be inoperative provided repairs are made within ten calendar days.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Stabilizer Pneumatic Boot De-Ice System (Failure to inflate) (Horizontal) (Automatic or manual mode failed)	B	1	0	(O) May be inoperative provided: a) All de-ice boots are 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 (Units -0001 thru -0450)	C	2	0	(M) May be inoperative provided: a) Both wing valves are secured for no flow, b) Both WING/ENG ANTI-ICE switches are selected OFF or ENG ON, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-10-04	Wing Bleed Air Anti-Ice System (Units -0451 and on)	C	2	0	(M) May be inoperative provided: a) Both wing valves are secured for no flow, b) Both WING/ENG ICE PROTECTION switches are selected OFF or ENG ONLY, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-20-01	Engine Anti-Ice System	A	2	1	(M) May be inoperative provided: a) Affected valve is secured for no flow, b) Affected WING/ENG switch is selected OFF, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, d) Repairs are made within three flight days.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-30-03	Pitot Tube Heater (Excluding Standby)	B	2	1	One may be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is not operated in Instrument Meteorological Conditions (IMC), c) Pitot heater is not required by 14 CFR, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-30-04	Static Port Heater (Excluding Standby)	B	4	3	One may be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is not operated in Instrument Meteorological Conditions (IMC), c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is not operated RVSM.	
-40-01	Rain Removal System (Doors)	C	1	0	May be inoperative provided aircraft is not operated in precipitation within five nautical miles of airport used for takeoff, intended landing or any alternates required by 14 CFR.	
-40-02	Windshield Bleed Air Anti-Ice System	C	1	0	(M) May be inoperative provided: a) Windshield anti-ice system is secured for no flow, b) Emergency pressurization system is considered inoperative(Refer to 21-30-03), and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-40-03	Windshield Alcohol De-Ice System	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.	
-70-01	Drain Heater (Forward evaporator fan, refreshment center, and / or toilet relief tube)	C	3	0	(M) May be inoperative provided: a) Drain heaters are deactivated, b) Toilet is placarded "DO NOT USE", and c) Forward evaporator fan, refreshment center, and toilet relief tube overboard drains are considered inoperative (Refer to item 38-30-04).	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-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 14 CFR.	
-00C	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided: <ul style="list-style-type: none"> 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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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-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) Repairs 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 FDR.	
-02	Underwater Locator Device (ULD)	D	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 procedures.	
-40-02 ***	Electronic Checklist	D	-	0	May be inoperative, missing, or out of currency provided an approved checklist is available and used.	
-50-01	Annunciator (Failed to illuminate) (Units -0001 thru -0450)					
-03	Aft Baggage Door (BAGGAGE DOOR – AFT)	C	1	0	May be inoperative provided aft baggage door warning system is considered inoperative (Refer to 52-70-01-01).	
-06	Cabin Altitude (CABIN ALT)	C	1	0	May be inoperative provided cabin altitude warning system is considered inoperative (Refer to item 31-50-02).	
					(Continued)	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciator (Failed to illuminate) (Units -0001 thru -0450) (Continued)					
-07	Cabin Door (CABIN DOOR)	B	1	0	May be inoperative provided main cabin door warning system is considered inoperative (Refer to item 52-70-01-07).	
-08	Cabin Door Seal (DOOR SEAL)	B	1	0	(O) May be inoperative provided: a) Door seal inflation is verified prior to each flight, and b) Aircraft is operated at FL250 or below.	
-14	Forward Baggage Door (BAGGAGE DOOR – FWD)	B	1	0	May be inoperative provided forward baggage door warning system is considered inoperative(Refer to 52-70-01-06).	
-31	Fuel Quantity Fault (FUEL GAUGE - L or R)	A	2	1	One position annunciation may be inoperative provided: a) Associated fuel quantity indicating system is considered inoperative(Refer to 28-41-02), and b) Repairs are made within three flight cycles.	
-32	Fuel Low Level (FUEL LOW LEVEL - L or R)	A	2	1	One position annunciation may be inoperative provided: a) Associated fuel low level indicating system is considered inoperative(Refer to 28-41-01), and b) Repairs are made within three flight days.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Cabin Altitude Warning System (Aural and / or visual warning failed)	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 (Failed to illuminate)	C	2	1	Right side may be inoperative for single-pilot operations.	
-02	Master Warning Cancel / Reset Function	C	2	1	Right side may be inoperative for single-pilot operations.	
-03	Master Caution Light (Failed to illuminate)	C	2	1	Right side may be inoperative for single-pilot operations.	
-04	Master Caution Cancel / Reset Function	C	2	1	Right side may be inoperative for single-pilot operations.	
-50-05 ****	Voice Annunciator System (Units -0001 thru -0450)	D	1	0		

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-22-01 ***	Nose Landing Gear Ice Boot	D	1	0	(M) May be missing, or damaged provided boot is removed.	
-44-01 ***	Tire Pressure Monitoring System (STC ST02272SE)	D	1	0	NOTE: Any individual wheel sensors which are operative may be used.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cockpit and Instrument Lighting (Excluding button lights, standby flight instrument lighting, internally lighted annunciators, and required placard lighting)					
-00A	(Day)	C	-	0	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.	
-10-02	Cockpit Flood Light					
-00A	(Single light failed)	C	2	1	One may be inoperative.	
-00B	(Both lights failed)	C	2	0	May be inoperative provided aircraft is not operated at night.	
-01	Standby Instrument Flood Light (Under fire tray)	B	1	0	May be inoperative provided aircraft is not operated at night.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-10-03	Cockpit Map Light					
-00A	(Single light failed)	C	2	1	One may be inoperative provided a cockpit flood light is operative.	
-00B	(Both lights failed)	C	2	0	May be inoperative provided: a) A cockpit flood light is operative, and b) A flashlight is available to affected crewmember.	
-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.	
-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		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.	
(Continued)						

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-20-02	Cabin Interior Lighting (Excluding cabin emergency lighting) (Continued)					
-00B		D	-	0	(O) May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) Aircraft is not operated at night or cabin occupants are not carried.	
-20-04	Lighted Passenger Information Sign (Excluding cabin exit signs)					
-00A	(With cabin occupants)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
-00B	(Without cabin occupants)	C	-	0	May be inoperative provided no cabin occupants are carried.	
-30-01	Aft Baggage Compartment Light	C	1	0		
-30-02	Nose Baggage Compartment Light	C	1	0		
-40-01	Anti-Collision Light System (Wing strobe)					
-00A		C	1	0	May be inoperative provided system is not required by 14 CFR.	
					(Continued)	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Anti-Collision Light System (Wing strobe) (Continued)					
-00B		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	NOTE: Position / navigation or anti-collision lights may be used on ground to alert nearby aircraft or personnel when engines are running or prior to start.	
-40-03	Landing Light					
-00A	(Single light failed)	B	2	1	One may be inoperative.	
-00C	(Both lights failed, day)	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 aircraft is not operated at night.	
-40-08 ***	Tail Flood Light	D	2	0		

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Sequence No.	Item	1	2	3	4	Change Bar
-40-10	Wing Inspection Light	C	-	0	May be inoperative provided: a) Aircraft is not operated at night in known, forecast, or AFM-defined icing conditions, and b) Ground deicing procedures do not require its use.	
-00C ***	(Right side failed)	C	1	0	May be inoperative for single-pilot operations.	
-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.	
-50-02	Dropped-aisle Lighting System (LED)					
-01	Left (Emergency Lighting)	C	-	-	Up to six LED elements may be inoperative within any two-foot length.	
-03	Right	C	-	0		
-50-04	Exterior Emergency Light	B	2	0	May be inoperative provided aircraft is not operated at night.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Air Temperature Gauge / Indication (SAT)	C	1	0		
-16-01	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and capture operates normally, b) Aircraft does not depart from an airport where repair or replacement can be made, c) Aircraft is not operated RVSM, and d) Repairs are made within three flight days.	
-01	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert is operative, and b) Autopilot with altitude hold and capture operates normally.	
-02	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert is operative, and b) Autopilot with altitude hold and capture operates normally.	
-18-01	Angle of Attack (AOA) System					
-01 ***	Indexer	C	-	0		
-02	Indicator (Units -0001 thru -0450)	C	1	0	May be inoperative provided stick shaker is verified operative.	
-18-02	Angle of Attack (AOA) Heater	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	

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Sequence No.	Item	1	2	3	4	Change Bar
-23-01	Non-stabilized Magnetic Compass					
-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.	
-25-01 ***	Cursor Control Panel (Units -0001 thru -0450)	C	1	0	May be inoperative provided Class 3 EFB is considered inoperative.	
-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.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-25-01	Cursor Control Panel (Units -0001 thru -0450) (Continued)					
-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 will not be available.	
-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 will not be available.	
-25-02	Display Unit (Copilot PFD) (Units -0001 thru -0450)	C	1	0	May be inoperative for single-pilot operations.	

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Sequence No.	Item	1	2	3	4	Change Bar
-25-05	Display Controller (DCP-3030) (Units -0001 thru -0450)					
-25-05	Display Controller (GCU 275) (Units -0451 and on)	B	2	1	(M) Copilot's controller may be failed provided: a) Controller is deactivated, b) Both touchscreen controllers are operative, c) Barometer synchronization is verified engaged, and d) Aircraft is operated single-pilot.	
-04	Navigation Source Selector (NAV/BRG) (Units -0001 thru -0450)	C	2	1	One may be inoperative provided: a) Button is operative on pilot flying side, and b) Flight director/autopilot is coupled to pilot flying side.	
-09	Barometer Standard (PUSH STD) (Per side) (Units -0001 thru -0450)	C	1	0		
-09	Barometer Standard (PUSH STD) (Per side) (Units -0451 and on)	C	1	0		
-11	Range / Pan Control (Knob) (Per side) (Units -0451 and on)	C	1	0	May be inoperative provided touchscreen controller for associated display is operative.	
-12	Clear (CLR) (Per side) (Units -0451 and on)	C	1	0		
(Continued)						

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Sequence No.	Item	1	2	3	4	Change Bar
-25-05	Display Controller (Continued)					
-13	Enter (ENT) (Per side) (Units -0451 and on)	C	1	0		
-14	Cursor / Select (PFD / PUSH CRSR) (Per side) (Units -0451 and on)	C	3	0		
-15	Direct To (D>) (Per side) (Units -0451 and on)	C	1	0	NOTE: Function may be selected on touchscreen controller.	
-16	Flight Plan (FPL) (Per side) (Units -0451 and on)	C	1	0	NOTE: Function may be selected on touchscreen controller.	
-17	Radio Control (COM/NAV) (Per side) (Units -0451 and on)	C	1	0	NOTE: Function may be selected on touchscreen controller.	
-18	Procedure (PROC) (Per side) (Units -0451 and on)	C	1	0	NOTE: Function may be selected on touchscreen controller.	
-19	Barometer Setting (BARO) (Units -0451 and on)	B	2	1	Copilot's setting may be inoperative provided barometer synchronization is enabled.	
					(Continued)	

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Sequence No.	Item	1	2	3	4	Change Bar
-25-05	Display Controller (Continued)					
-22	Weather Radar Controls (RADAR-GCS-TILT- PUSH AUTO TILT) (Per side) (Units -0001 thru -0450)	C	4	0	May be inoperative provided procedures do not require its use or weather radar is not required.	
-23	Engine Display (ENGINE) (Per side) (Units -0001 thru -0450)	C	1	0		
-25-07	Touchscreen Controller (GTC) (Right) (Units -0451 and on)	B	1	0	(M) May be inoperative provided: a) Controller is deactivated, and b) CPDLC is not required for route to be flown. NOTE: Any functions or controls that operate normally may be used.	
-25-10 ***	Synthetic Vision (Units -0451 and on)	C	1	0	May be inoperative provided procedures do not require its use.	
-25-11	Course / Heading Panel Function Control (CHP-3000 and CKP-3000) (Units -0001 thru -0450)					
-01	Course	B	2	1	One may be inoperative provided procedures do not require its use.	
-02	Course Direct (PUSH DIRECT)	C	2	0		
-03	Heading Sync (PUSH SYNC)	C	1	0		

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Sequence No.	Item	1	2	3	4	Change Bar
-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.	
-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	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-36-01 ***	Reactive Windshear System (Includes TAWS windshear mode)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-42-01	Weather Radar System	C	1	0	May be inoperative provided system is not required by 14 CFR.	
-44-01	Radio Altimeter System					
-00B	(TAWS or TCAS II required)	A	1	0	(M) May be inoperative provided: a) Radio altimeter is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative (Refer to item 34-44-03), d) TCAS II is considered inoperative (Refer to item 34-45-01), and e) Repairs are made within two flight days.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-02 ***	Surface Awareness System (Runway Awareness and Advisory System RAAS) (Units -0001 thru -0450)	C	1	0		
-44-02 ***	Surface Awareness System (SurfaceWatch) (Units -0451 and on)	C	1	0		
-44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) RNP AR procedures are not conducted, and c) Repairs are made within two flight days.	
-01	Forward Looking Terrain Avoidance Function and Premature Descent Alert Function	B	2	0	(O) May be inoperative provided alternate procedures are established and used.	
-02	Excessive Rate of Descent (Mode 1) and Altitude Loss After Takeoff or Missed Approach (Mode 3)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
-03A	Voice Callouts (Mode 6) ("Five-Hundred")	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03B	Voice Callouts (Mode 6) (Other)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Terrain Awareness and Warning System (TAWS) (Continued)					
-04B	Excessive Closure Rate to Terrain (Mode 2) and Flight Into Terrain Not in Landing Configuration (Mode 4) (Class B TAWS required)	C	2	0		
-05	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class B TAWS required)	C	-	0		
-06	Terrain Display (Class B TAWS required)	C	-	0		
-07	Switch (Any excluding TAWS Test) (Class B TAWS required)	C	-	0		
-08	Annunciator / Indication (Class B TAWS required)	C	-	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-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 Advisory (TA) Display (TCAS II only)	C	-	0	(O) May be inoperative provided: a) Resolution Advisory (RA) display and audio function are operative, and b) Enroute or approach procedures do not require use of TCAS.	
-02A	Resolution Advisory (RA) Display (TCAS II only)	C	2	1	One may be inoperative on pilot not flying side.	
-02B	Resolution Advisory (RA) Display (TCAS II only)	C	2	0	(O) May be inoperative provided: a) Traffic Advisory (TA) display and audio function are operative, b) TA-only mode is selected on TCAS controller or menu, and c) Enroute or approach procedures do not require use of TCAS.	
(Continued)						

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TABLE KEY

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Sequence No.	Item	1	2	3	4	Change Bar
-45-01 ***	Traffic Alert and Collision Avoidance System (Continued)					
-03A	Traffic Advisory (TA) and Resolution Advisory (RA) Displays Failed (TCAS II only)	C	2	1	One side may be inoperative provided: a) Traffic Advisory (TA) and Resolution Advisory (RA) displays are operative on pilot flying side, and b) Audio function is operative.	
-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-05 ***	Airspace Selection Function (Above / below)	C	-	0		
-45-02 ***	Traffic Collision Avoidance Device (TCAD)	D	1	0		
-46-01 ***	Lightning Detection System	D	1	0	May be inoperative provided system is not required by 14 CFR.	
-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	(Individual transponder failed) (Units -0001 thru -0041)	D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-52-01	ATC Transponder and Automatic Altitude Reporting System (Continued)					
-00A	(Individual transponder failed) (Excluding Number 1 transponder) (Units -0042 and on)	D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
-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) TCAS, if installed, is considered inoperative (Refer to item 34-45-01), and d) Aircraft is not operated RVSM.	
-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 of transponder.	
-02	ADS-B Squitter Transmission (Units -0451 and on)	D	-	0	May be inoperative provided operations do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-52-03	Transponder Ident Button (XPDR IDNT)					
00A	(One button failed)	C	2	1	One may be inoperative.	
00B	(Both buttons failed)	B	2	0	May be inoperative provided all ATC transponders are considered inoperative(Refer to 34-52-01-00B)	
-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.	
-60-01	Data Loader (Units -0001 thru -0450)	C	-	0		
-60-01	Data Loader (SD card slot) (Units -0451 and on)	C	-	-	NOTE: Certain card slots are used for real-time data access. If inoperative, associated features are considered inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-60-02	Flight Management System (FMS)	C	-	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.	
-02 ***	Takeoff and Landing Data (TOLD) Calculation Function or Database	D	1	0	Function may be inoperative or database may be not loaded.	
-60-03 ***	Information Management Server (IMS-3500) (Units -0001 thru -0450)	D	1	0	May be inoperative provided navigation database, electronic charts, and performance database are loaded by alternate means.	
-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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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-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	May be missing or damaged provided oxygen pressure is verified prior to each flight.	
-10-01	Flight Crew Oxygen System					
-01	Copilot Oxygen Mask	C	1	0	May be inoperative provided copilot seat is not occupied.	
-20-01	Passenger Oxygen System					
-00A	(With cabin occupants)	B	1	0	May be inoperative provided: a) Cabin pressurization system is operative, b) Aircraft is able to descend within four minutes to a cabin pressure altitude of 13,000 feet at all points along route to be flown, and c) 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, b) No cabin occupants are carried.	
-00C	(Cabin unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).	
(Continued)						

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Passenger Oxygen System (Continued)					
-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".	
-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".	
-30-01 ***	Portable Oxygen System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: a) Inoperative oxygen bottle is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Bottles not properly serviced are replaced, serviced, or removed at next available maintenance facility.	
-30-02 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided location placarding is removed or obscured.	

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
-30-01 ***	Relief Tube (Toilet)	C	1	0	(M) May be damaged or inoperative provided: a) All liquid is removed from relief tube, and b) Relief tube is placarded "DO NOT USE".	
-30-03	Lavatory Waste System	C	1	0	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".	
-30-04	Overboard Drain (Excluding drain heater)					
-02	Evaporator Fan (Forward)	C	1	0	May be damaged or obstructed provided forward evaporator fan is considered inoperative (Refer to item 21-50-03-05).	
-03	Refreshment Center	C	1	0	(O) May be damaged or obstructed provided: a) All liquid is removed from refreshment center hot liquid storage and drip pan, b) Refreshment center hot liquid storage and drip pan are placarded "DO NOT USE", and c) Ice drawer drain valve remains closed.	
-04	Relief Tube (Toilet)	C	1	0	May be damaged or obstructed provided toilet relief tube is considered inoperative (Refer to item 38-30-01).	

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45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Aircraft Recording System (AReS)	D	1	0		

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-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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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Main Cabin Door					
-01	Key Lock (Failed unlocked)	D	1	0		
-04A	Primary Seal (Cabin pressurized)	C	1	0	May be inoperative provided: a) Primary seal does not interfere with door operation, b) Secondary door seal is verified intact, and c) Aircraft is operated at FL250 or below.	
-04B	Primary Seal (Cabin 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 (Cabin 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 (Cabin 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.	
(Continued)						

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Main Cabin Door (Continued)					
-09	Pull Chain	C	1	0	(O) May be missing or damaged provided: a) Chain does not interfere with door operation, and b) Cabin door is not allowed to open uncontrollably.	
-10-02	Main Cabin Door Step System (Composite step or ladder)	C	1	0	(M) (O) May be inoperative provided: a) Step support cables or chains are removed, b) Step assembly is removed, and c) Alternate procedures for entering/exiting aircraft are established and used.	
-01 ***	Rate Controller (Composite step equipped aircraft)	C	2	0	(M) May be inoperative provided: a) Affected rate controller is removed, b) Both step support cables are operative and used to lower and raise steps, and c) Cabin door step is not allowed to unfold uncontrollably.	
-30-01	Aft Baggage Door					
-01	Key Lock (Failed unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight. NOTE: Aft baggage door warning system may activate.	
-02	Gas Spring	C	1	0	(O) May be inoperative provided a procedure is established and used to prevent unrestricted movement of baggage door.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Nose Baggage Door					
-01A	Key Lock (Failed unlocked)	C	2	0	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.	
-02	Gas Spring	D	2	0	May be inoperative or removed. NOTE: Precautions should be taken when opening door(s).	
-50-02	Lavatory Door	C	2	0	(M) May be inoperative provided door is secured open.	
-70-01	Door Warning System					
-01	Aft Baggage	C	1	0	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.	
-02	Emergency Exit	C	1	0	May be inoperative provided: a) Hatch is verified closed and latched prior to each flight, and b) Aircraft is operated at FL410 or below.	
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Door Warning System (Continued)					
-06	Nose Baggage	B	2	0	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.	
-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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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
-33-01	Fuel Flow Indicating System	A	2	1	One may be inoperative provided: a) Both fuel quantity indicating systems are operative, and b) Repairs are made within three flight days.	

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76. Engine Control						
Sequence No.	Item	1	2	3	4	Change Bar
-01-01	Engine Synchronizer System (Failed off)	C	1	0		
-01	ON Light (Units -0001 thru -0450)	D	1	0	May be inoperative provided ENGINE SYNC selector is verified OFF prior to takeoff and landing.	

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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Ignition Light (Green light near switch) (Units -0001 thru -0450)	C	2	1	One may be inoperative provided green IGN message is referenced on Engine Indicating System (EIS).	