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Flight Standardization Board (FSB) Report

Revision: 7
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Manufacturer
Textron Aviation, Inc.

Type Certificate Data Sheet (TCDS)	TCDS Identifier	Marketing Name	Pilot Type Rating
A1WI	525	CJ, CJ1, CJ1+, M2	CE-525, CE-525S
A1WI	525A	CJ2, CJ2+	CE-525, CE-525S
A1WI	525B	CJ3, CJ3+	CE-525, CE-525S
A1WI	525C	CJ4	CE-525, CE-525S

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1. RECORD OF REVISIONS

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2	All	All	12/21/2006
3	Cover Page, Table of Contents, 1, 3, Specifications for Currency, Appendix 1	1, 2, 3, 7, 9	04/09/2007
4	All	All	12/02/2011
5	All	All	06/04/2014
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7	All	All	04/24/2019

2. INTRODUCTION

Aircraft Evaluation Groups (AEG) are responsible for working with aircraft manufacturers and modifiers during the development and Federal Aviation Administration (FAA) certification of new and modified aircraft to determine: 1) the pilot type rating; 2) flightcrew member training, checking, and currency requirements; and 3) operational suitability.

This report lists those determinations for use by: 1) FAA employees who approve training programs; 2) FAA employees and designees who certify airmen; and 3) aircraft operators and training providers to assist them in developing their flightcrew member training, checking, and currency programs.

3. HIGHLIGHTS OF CHANGE

The purpose of this revision is to 1) add the Rockwell Collins Pro Line Fusion® embedded display system (EDS) to the Flight Standardization Board (FSB) report; 2) reformat the FSB report using a standardized template; and 3) reflect the change of type certificate (TC) holder from Cessna to Textron Aviation as listed in FAA Type Certificate Data Sheet (TCDS) #A1WI.

This report has been completely modified from the previous revision. Major modifications include the deletion of currency levels depicted in the Master Differences Requirements (MDR) table, renaming of Operator Differences Requirements (ODR) Tables to Differences Tables, and deleting repetitive regulatory information, including hour requirements.

> **NOTE:** Due to significant administrative changes, change bars are not used in this revision.

4. BACKGROUND

The Small Aircraft Branch formed an FSB that evaluated the CE-525 series aircraft as defined in FAA TCDS #A1WI. The evaluation was conducted during December 1992 using the methods described in FAA Advisory Circular (AC) 120-53, Crew Qualification and Pilot Type Rating Requirements for Transport Category Aircraft Operated Under FAR Part 121.

In August 2017, the FSB conducted flight evaluations of the Rockwell Collins Pro Line Fusion® EDS in a Textron Model 525B airplane. This avionics upgrade removes Rockwell Collins Pro Line 21 flight deck instrument equipment and replaces the primary flight displays (PFD), multifunction flight displays (MFD), and flight management system (FMS) with the Rockwell Collins Pro Line Fusion® EDS. It, as well as the associated Airplane Flight Manual (AFM) change, was found to be operationally suitable. Training and checking requirements are listed in Appendix 3, Differences Tables.

> **NOTE:** Throughout this report, the Rockwell Collins Pro Line Fusion® EDS is also referred to as Pro Line Fusion® and/or Fusion®.

5. ACRONYMS

14 CFR	Title 14 of the Code of Federal Regulations
AC	Advisory Circular
ACFT	Aircraft
ACS	Airman Certification Standards
ADF	Automatic Direction Finder
AEG	Aircraft Evaluation Group
AFD	Adaptive Flight Display
AFM	Airplane Flight Manual
AS	Airspeed
ATC	Air Traffic Control
ATP	Airline Transport Pilot
AV	Audiovisual Presentation
BOW	Basic Operating Weight
CAS	Crew Alert System
CCP	Cursor Control Panel
CDU	Control Display Unit
CPT	Cockpit Procedures Trainer

CRM	Crew Resource Management
DBU	Database Unit
DCP	Display Control Panel
DME	Distance Measurement Equipment
EADI	Electronic Attitude Director Indicator
EDS	Embedded Display System
EHSI	Electronic Horizontal-Situation Indicator
EICAS	Engine Indicating and Crew Alerting System
EIS	Engine Indicating System
ESIS	Electronic Standby Instrument System
FAA	Federal Aviation Administration
FADEC	Full-Authority Digital Engine Control
FMS	Flight Management System
FSA	File Server Application
FSB	Flight Standardization Board
FSTD	Flight Simulation Training Device
FTD	Flight Training Device
GTC	Garmin Touch Controller
HO	Handout
HSI	Horizontal Situation Indicator
IAPS	Integrated Avionics Processor System
ICBI	Interactive Computer-Based Instruction
IMS	Information Management System
LED	Light-Emitting Diode
MAC	Mean Aerodynamic Chord
MDR	Master Differences Requirements
MFD	Multifunction Flight Display
MKP	Multifunction Keypad Panel
NAS	National Airspace System
NEXRAD	Next Generation Weather Radar
ODR	Operator Differences Requirements
Part 91K	Part 91 Subpart K
PFD	Primary Flight Display
PIC	Pilot in Command
PTS	Practical Test Standards
PTT	Part Task Trainer
RTU	Radio Tuning Unit
SIC	Second in Command
SKP	Single Knob Panel
STC	Supplemental Type Certificate
SU	Stand-Up Instruction
SVS	Synthetic Vision System
TAWS	Terrain Awareness and Warning System
TC	Type Certificate
TCAS	Traffic Alert and Collision Avoidance System
TCBI	Tutorial Computer-Based Instruction

TCDS	Type Certificate Data Sheet
V_{MO}/M_{MO}	Maximum Operating Limit Speed
VNAV	Vertical Navigation
WX	Weather

6. DEFINITIONS

These definitions are for the purposes of this report only.

6.1. Base Aircraft. An aircraft identified for use as a reference to compare differences with another aircraft.

6.2. Current. A crewmember meets all requirements to operate the aircraft under the applicable operating part.

6.3. Differences Tables. Describe the differences between a pair of related aircraft and the minimum levels operators must use to conduct differences training and checking of crewmembers. Difference levels range from A to E.

6.4. Master Differences Requirements (MDR). Specifies the highest training and checking difference levels between a pair of related aircraft derived from the Differences Tables.

6.5. Mixed Fleet Flying. The operation of a base aircraft and one or more related aircraft for which credit may be taken for training, checking, and currency events.

6.6. Operational Evaluation. An AEG process to determine pilot type rating, minimum crewmember training, checking, and currency requirements, and unique or special airman certification requirements (e.g., specific flight characteristics, no-flap landing).

6.7. Operational Suitability. An AEG determination that an aircraft or system may be used in the National Airspace System (NAS) and meets the applicable operational regulations (e.g., Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 121, 133, 135).

6.8. Qualified. A crewmember holds the appropriate airman certificate and ratings as required by the applicable operating part.

6.9. Related Aircraft. Any two or more aircraft of the same make with either the same or different type certificates that have been demonstrated and determined by the Administrator to have commonality.

6.10. Seat Dependent Tasks. Maneuvers or procedures using controls that are accessible or operable from only one flightcrew member seat.

6.11. Special Emphasis Area. A training requirement unique to the aircraft, based on a system, procedure, or maneuver, which requires additional highlighting during training. It may also require additional training time, specialized training devices, or training equipment.

6.12. Specific Flight Characteristics. A maneuver or procedure with unique handling or performance characteristics that the FSB has determined must be checked.

7. PILOT TYPE RATING

7.1. Type Rating. The Textron 525, 525A, 525B, and 525C type rating designation is CE-525 or CE-525S. The Garmin G1000 avionics Supplemental Type Certificate (STC) was evaluated and has the same CE-525 or CE-525S type rating. The Rockwell Collins Pro Line Fusion® EDS avionics STC was evaluated and has the same CE-525 or CE-525S type rating.

7.1.1 CE-525S Type Rating. The CE-525S type rating is issued to pilots who satisfactorily complete the type rating practical test in the CE-525S as a single pilot.

7.1.2 CE-525 Type Rating. The CE-525 type rating is issued to pilots who satisfactorily complete the type rating practical test in the CE-525 while using a second in command (SIC) as a crewmember. The limitation "Second in Command Required" will be placed on their airman certificate.

7.2. Common Type Ratings. Not applicable.

7.3. Military Equivalent Designations. Military aircraft that qualify for the CE-525 or CE-525S type rating designation can be found on the faa.gov website under Licenses and Certificates, Airmen Certification, Online Services, Aircraft Type Rating Designators. This webpage is kept up-to-date and can be found at http://www.faa.gov/licenses_certificates/airmen_certification. At the time of this publication, there are no military aircraft that qualify for the CE-525 or CE-525 type rating.

8. RELATED AIRCRAFT

8.1. Related Aircraft on Same TCDS.

Reference Appendix 4, CE-525 Variations Table for Mixed Fleet Flying (in Order of Date Manufactured).

NOTE: CE-525 series is used throughout this report and includes all aircraft variations and models listed in Appendix 4.

8.2. Related Aircraft on Different TCDS.

Not applicable.

9. PILOT TRAINING

9.1. Airman Experience.

No further experience or training is necessary to begin initial training in the CE-525 series above the applicable 14 CFR part 61 or 135 regulations.

Airmen receiving CE-525 series initial training will benefit from prior experience operating multi-engine turbojet aircraft. Additionally, a working knowledge of advanced aircraft systems, FMS with electronic flight displays, and high altitude operations is highly recommended. Pilots without this experience may require additional training.

Airmen receiving differences, upgrade, or transition training are assumed to have previous experience in a CE-525 series aircraft variation.

9.2. Special Emphasis Areas.

Pilots must receive special emphasis on the following areas during initial, recurrent, requalification, and transition ground training and flight training:

- Crew Resource Management (CRM).
- Traffic Alert and Collision Avoidance System (TCAS) and Terrain Awareness and Warning System (TAWS).
- Weather radar.

9.3. Specific Flight Characteristics.

Maneuvers/procedures required to be checked as referenced in the airline transport pilot (ATP) and type rating practical test standards (PTS) or Airman Certification Standards (ACS), as applicable.

9.4. Seat Dependent Tasks.

There are no specific seat dependent tasks. However, the minimum crew determination listed in the AFM and the TCDS is one pilot in the left seat. As such, the pilot must occupy the left pilot seat for all pilot in command (PIC) training as a single pilot.

9.5. Regulatory Training Requirements which are Not Applicable to the CE-525 series.

Part 135 Ground Training: Propellers.

9.6. Flight Simulation Training Devices (FSTD).

There are no specific systems, procedures, or maneuvers that are unique to the CE-525 series that require a specific FSTD for training.

9.7. Training Equipment.

There are no specific systems or procedures that are unique to the CE-525 series that require specific training equipment.

9.8. Differences Training between Related Aircraft.

Pilots must receive differences training between the CE-525 series aircraft variations as applicable to their operation. The level of training is specified in Appendix 3.

To comply with part 91, § 91.1107 and part 135, § 135.351, for operators with a CE-525 series mixed fleet, one aircraft variation of the mixed fleet must be covered during annual recurrent training, with Level C avionics differences training for each of the other variations with different avionics suites. Each year, a different aircraft variation should be covered until all variations in the fleet are completed over the span of one variation for each year.

10. PILOT CHECKING

10.1. Landing from a No-Flap or Nonstandard Flap Approach.

The probability of flap extension failure on the CE-525 series is not extremely remote due to system design. Therefore, demonstration of a no-flap approach and landing during pilot certification or a part 61, § 61.58 proficiency check, § 91.1065 competency check, or § 135.293 competency check is required. Refer to FAA Order 8900.1, Volume 5 when the test or check is conducted in an aircraft versus an FFS.

10.2. Specific Flight Characteristics.

Maneuvers/procedures required to be checked as referenced in the ATP and type rating PTS or ACS, as applicable.

10.3. Seat Dependent Tasks.

There are no specific seat dependent tasks. However, the minimum crew determination listed in the AFM and the TCDS is one pilot in the left seat. As such, the pilot must occupy the left pilot seat for all practical tests and proficiency checks as a single pilot.

10.4. Other Checking Items.

Not applicable.

10.5. FSTDs.

There are no specific systems, procedures, or maneuvers that are unique to the CE-525 series that require a specific FSTD for checking.

10.6. Equipment.

There are no specific systems or procedures that are unique to the CE-525 series that require specific equipment.

10.7. Differences Checking between Related Aircraft.

Pilots must receive differences checking between the CE-525 series aircraft variations as applicable to their operation. The level of checking is specified in Appendix 3.

For operators with a CE-525 series mixed fleet, recurrent checks should alternate for PICs and SICs. The knowledge portion of initial and recurrent checks should address all variations with different avionics suites operated by the flightcrew member.

11. PILOT CURRENCY

There are no additional currency requirements for the CE-525 series other than those already specified in parts 61 and 135.

11.1. Differences Currency between Related Aircraft.

Not applicable.

12. OPERATIONAL SUITABILITY

The CE-525 series aircraft are operationally suitable for operations under 14 CFR parts 91, part 91 subpart K (part 91K), and 135. The list of operating rules evaluated is on file at the Small Aircraft Branch.

13. MISCELLANEOUS

13.1. Forward Observer Seat.

The CE-525 series aircraft are not equipped with a dedicated forward observer seat, nor is one offered as an option. Due to the availability of various passenger configurations, the determination of suitability for use of a forward passenger seat for use in conducting enroute inspections or flight checks in accordance with part 135 will need to be determined by the FAA inspector conducting the enroute inspections or flight checks.

13.2. Landing Minima Categories (Reference 14 CFR Part 97, § 97.3).

All CE-525 series aircraft are considered Category B aircraft for the purposes of determining “straight-in landing weather minima.” If operating at a speed in excess of the upper limit of the speed range for the aircraft’s category, the minimums for the higher category must be used.

13.3. Normal Landing Flaps.

The CE-525 series normal “final landing flap setting” per § 91.126(c) is flaps “land” or “35” as applicable.

13.4. Aircraft Proving Tests.

Proving tests in accordance with § 135.145 are appropriate when the CE-525 series is new to an operator. When an operator is currently operating a CE-525 series aircraft and the operator introduces a new variation of the CE-525 series aircraft into the same operation, proving tests are not required.

APPENDIX 1. DIFFERENCES LEGEND

Training Differences Legend

Differences Level	Type	Training Method Examples	Conditions
A	Self-Instruction	• Operating manual revision (HO) • Flightcrew operating bulletin (HO)	• Crew has already demonstrated understanding on base aircraft (e.g., updated version of engine). • Minor or no procedural changes required. • No safety impact if information is not reviewed or is forgotten (e.g., different engine vibration damping mount). • Once called to attention of crew, the difference is self-evident.
B	Aided Instruction	• Audiovisual presentation (AV) • Tutorial computer-based instruction (TCBI) • Stand-up instruction (SU)	• Systems are functionally similar. • Crew understanding required. • Issues need emphasis. • Standard methods of presentation required.
C	Systems Devices	• Interactive (full-task) computer-based instruction (ICBI) • Cockpit procedures trainers (CPT) • Part task trainers (PTT) • Level 4 or 5 flight training device (FTD 4–5)	• Training can only be accomplished through systems training devices. • Training objectives focus on mastering individual systems, procedures, or tasks versus highly integrated flight operations or “real-time” operations. • Training devices are required to assure attainment or retention of crew skills to accomplish more complex tasks usually related to aircraft systems.
D	Maneuvers Devices	• Level 6 or 7 flight training device (FTD 6–7) • Level A or B full flight simulator (FFS A–B)	• Training can only be accomplished in flight maneuver devices in a real-time environment. • Training requires mastery of interrelated skills versus individual skills. • Motion, visual, control loading, and specific environmental conditions may be required.
E	Level C/D FFS or Aircraft	• Level C or D full flight simulator (FFS C–D) • Aircraft (ACFT)	• Motion, visual, control loading, audio, and specific environmental conditions are required. • Significant full task differences that require a high fidelity environment. • Usually correlates with significant differences in handling qualities.

Checking Differences Legend

Differences Level	Checking Method Examples	Conditions
A	None	None
B	• Oral or written exam • Tutorial computer-based instruction self-test (TCBI)	• Individual systems or related groups of systems.
C	• Interactive (full-task) computer-based instruction (ICBI) • Cockpit procedures trainers (CPT) • Part task trainers (PTT) • Level 4 or 5 flight training device (FTD 4–5)	• Checking can only be accomplished using systems devices. • Checking objectives focus on mastering individual systems, procedures, or tasks.
D	• Level 6 or 7 flight training device (FTD 6–7) • Level A or B full flight simulator (FFS A–B)	• Checking can only be accomplished in flight maneuver devices in a real-time environment. • Checking requires mastery of interrelated skills versus individual skills. • Motion, visual, control loading, and specific environmental conditions may be required.
E	• Level C or D full flight simulator (FFS C–D) • Aircraft (ACFT)	• Significant full task differences that require a high fidelity environment.

APPENDIX 2. MASTER DIFFERENCES REQUIREMENTS (MDR) TABLE

These are the minimum levels of training and checking required, derived from the highest level in the Differences Tables in Appendix 3. Differences levels are arranged as training/checking.

Related Aircraft ↓	**Base Aircraft →**	**CE-525 (CJ)**	**CE-525 (CJ1)**	**CE-525 (CJ1+)**	**CE-525 (M2)**	**CE-525A (CJ2)**	**CE-525A (CJ2+)**	**CE-525B (CJ3)**	**CE-525B (CJ3+)**	**CE-525C (CJ4)**
CE-525 (CJ)		Not applicable	D/D	D/D	Not evaluated	D/D	D/D	D/D	D/D	D/D
CE-525 (CJ1)		D/D	Not applicable	C/C	Not evaluated	D/D	D/D	D/D	D/D	D/D
CE-525 (CJ1+)		D/D	C/C	Not applicable	Not evaluated	D/D	D/D	D/D	D/D	D/D
CE-525 (M2)		Not evaluated	Not evaluated	D/D	Not applicable	Not evaluated	D/D	D/D	D/D	D/D
CE-525A (CJ2)		D/D	D/D	D/D	Not evaluated	Not applicable	C/C	C/C	D/D	D/D
CE-525A (CJ2+)		D/D	D/D	D/D	Not evaluated	C/C	Not applicable	B/B	C/C	D/D
CE-525B (CJ3)		D/D	D/D	D/D	Not evaluated	C/C	B/B	Not applicable	C/C	D/D
CE-525B (CJ3+)		D/D	D/D	D/D	D/D	Not evaluated	C/C	C/C	Not applicable	D/D
CE-525C (CJ4)		D/D	D/D	D/D	Not evaluated	D/D	D/D	D/D	D/D	Not applicable

Related Aircraft ↓	Base Aircraft →	CE-525 (CJ)	CE-525 (CJ1)	CE-525 (CJ1+)	CE-525 (M2)	CE-525A (CJ2)	CE-525A (CJ2+)	CE-525B (CJ3)	CE-525B (CJ3+)	CE-525C (CJ4)
CE-525 w/ G1000		D/D	Not evaluated	Not evaluated	Not evaluated	Not evaluated	Not evaluated	Not evaluated	Not evaluated	Not evaluated
CE-525B w/ Pro Line Fusion®		Not evaluated	Not evaluated	Not evaluated	Not evaluated	Not evaluated	Not evaluated	C/C	Not evaluated	Not evaluated

APPENDIX 3. DIFFERENCES TABLES

This **Design Differences** table, from the 525B **(CJ3)** to the 525B **(CJ3 with Pro Line Fusion®)**, was validated by the Flight Standardization Board (FSB) on August 22, 2017. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525B (CJ3) **TO RELATED AIRCRAFT: 525B (CJ3 w/ Pro Line Fusion®)**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Weights	BOW increased 6.3 lbs. by Pro Line Fusion®	No	No	A	A
	Flight Deck	Remove CDU, DCP, and existing CCP Replace with CCP and MKP	No	Yes	C (PTT)	C
	Instrument Panel Layout	Pro Line 21 AFD-3010 PFD/MFD displays replaced with Fusion® AFD-3700 touchscreen replaced with FDSA-6500 flight display system application Minor PFD changes in presentation of EADI, EHSI, AS, Alt Changes to MFD format to full, half, quarter display	No	Yes	C (PTT)	C

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525B (CJ3 w/ Pro Line Fusion®)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 23 Communications	RTU replaced by Fusion MKP quick tune tool bar, CCP radio tuning knobs, radio tuning window or graphical tuning ground comm/ops	No	No	B (TCBI)	A
	ATA 24 Electrical Power	Battery 3 positions switch for ground ops	No	No	B	A
	ATA 31 Indicating/Recording Systems	Aircraft level CAS alerting remains the same Avionics level Caution, Advisory, and Status CAS added to CAS window on center AFD	No	Yes	B (SU)	B
	ATA 33 Lights	Display backlighting and control	No	No	A	A
	ATA 34 Navigation	FMS CDUs removed, navigation tuning and setup by one multifunction keypad panel (MKP) Two cursor control panel CCP-3500 and multifunction windows on AFD-3700	No	Yes	C (PTT)	C

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525B (CJ3 w/ Pro Line Fusion®)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	Altimeter baro setting by baro 2-SKP WX radar control on PFD menu and radar tilt by 2-single knob panel SKP-3500 TCAS II control on radio tuning window ATC transponder on radio tune window DBU-4100/5000 removed	No	No	B	B
	ATA 34 Navigation	SVS selectable on PFD display format appearance differs for attitude scale, reference zero vs. zero pitch	No	No	C (PTT)	B
	ATA 45 Central Maintenance System	Maintenance computer moved from IAPS card cage to center AFD as an application	No	No	A	A

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525B (CJ3 w/ Pro Line Fusion®)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 46 Information Systems	FSA-6000 file server application must be active on all three AFD-3700. PFD viewing distance of ~ 24 in and MFD viewing distance of ~ 28 in necessitate zooming and panning to meet minimum readable font size at that distance XM and Universal WX are simultaneously available but not simultaneously displayed IMS-3500 provides means to inject FMS plan and V speeds utilizing third-party services and app on the iPad	No	Yes	C (PTT)	C

This **Maneuver Differences** table, from the 525B **(CJ3)** to the 525B **(CJ3 with Pro Line Fusion®)**, was validated by the FSB on August 22, 2017. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525B (CJ3) **TO RELATED AIRCRAFT: 525B (CJ3 w/ Pro Line Fusion®)**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Preflight	Reversionary switches, AFD-3700 display setup, ESIS, radio tuning, ground com/ops, flight planning, speed bugs	No	No	C (CPT)	C
	Instrument Approaches	Instrument approach selection, display setup	No	Yes	C (PTT)	C
	Normal Procedures	CAS messages	No	No	B	A
	Abnormal Procedures	CAS messages, automatic reversions, miscompare, display tuning fail, EIS fail	No	Yes	C (PTT)	C
	Emergency Procedures	CAS messages, automatic reversions	No	Yes	C (PTT)	B

This **Design Differences** table, from the 525B **(CJ3)** to the 525C **(CJ4)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525B (CJ3) **TO RELATED AIRCRAFT: 525C (CJ4)**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Weights	Maximum takeoff gross weight increased to 16950 lbs.	No	No	A	A
	Dimensions	Cabin stretch in front of and behind the wing New wing plan form Increased vertical and horizontal tail Re-lofted crown and windshield Wider cabin door with new actuation	No	No	B	A
	Engines	Williams FJ44-4A turbofans with 3,621 lbs. thrust per side	No	No	B	A
	Speed	Increased V_{MO}/M_{MO}	No	No	A	A

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls Pressurization controller now integrated into MFD – landing elevation and cabin altitude display Cabin door seal no longer inflatable Manual pressurization system removed	No	Yes	C	C
	ATA 22 Autoflight	Location of controls and pilot interface	No	Yes	C	C
	ATA 23 Communications	Radio tuning through CDUs	No	Yes	C	C
	ATA 24 Electrical Power	Ammeters now integrated into MFD – systems display with new limits Four power states: normal, converted bus, emergency bus, and standby battery	No	Yes	C	C
	ATA 26 Fire Protection	Zonal bleed leak detection system Single fire bottle for fire suppression	No	Yes	C	C

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 27 Flight Controls	Modulated speed brake/ground spoiler lever to select ground spoilers Speed brakes are now modulated and not two position only Variable rate primary trim system New electric secondary trim Aileron and rudder trim now electric Flap and trim synoptic on MFD	Yes	Yes	D FTD 6	D FTD 6
	ATA 28 Fuel	Increased fuel capacity Single point refueling	No	Yes	A	A
	ATA 29 Hydraulic Power	Full time 3,000 psi system replaces 1,500 psi open center system Pressure indication added to systems overlay page	No	Yes	C	C

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 30 Ice and Rain Protection	Electrically heated windshield, no windshield bleed air, or alcohol backup New switchology for pitot-static heat and tail deice No pylon anti ice New anti-ice system check	No	Yes	C	C
	ATA 31 Indicating/Recording Systems	EICAS system instead of annunciator panel	No	Yes	C	C
	ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel	No	Yes	C	C
	ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights	No	Yes	C	C

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	No magnetic compass TAWS controls integrated into PFDs, no longer separate switches Navigation tuning through CDUs, no longer RTUs Second MFD added Single, centrally located flight guidance panel	No	Yes	D FTD 6	D
	ATA 35 Oxygen	Oxygen shutoff control added	No	Yes	B	B
	ATA 73 Engine Fuel and Control	841 lbs. increase in thrust RUN/STOP switches instead of throttle cutoff triggers Increased thrust to weight ratio	Yes	Yes	C	C
	ATA 76 Engine Control	Automatic engine sync	No	Yes	C	C

This **Maneuver Differences** table, from the 525B **(CJ3)** to the 525C **(CJ4)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525B (CJ3) **TO RELATED AIRCRAFT: 525C (CJ4)**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – no ground flaps	No	Yes	D FTD 6	D FTD 6
	Descent/Emergency Descent	Modulated speed brake lever – no longer only two position speed brakes	Yes	Yes	D FTD 6	D FTD 6

This **Design Differences** table, from the 525A **(CJ2+)** to the 525C **(CJ4)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525A (CJ2+) **TO RELATED AIRCRAFT: 525C (CJ4)**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Weights	Maximum takeoff gross weight increased to 16,950 lbs.	No	No	A	A
	Dimensions	Cabin stretch in front of and behind the wing New wing plan form Increased vertical and horizontal tail Re-lofted crown and windshield Wider cabin door with new actuation	No	No	B	A
	Engines	Williams FJ44-4A turbofans with 3,621 lbs. thrust per side	No	No	B	A
	Speed	Increased V_{MO}/M_{MO}	No	No	A	A

FROM BASE AIRCRAFT: 525A (CJ2+) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls Pressurization controller now integrated into MFD – landing elevation and cabin altitude display Cabin door seal no longer inflatable Manual pressurization system removed	No	Yes	C	C
	ATA 22 Autoflight	Location of controls and pilot interface	No	Yes	C	C
	ATA 23 Communications	No Collins Radio Tuning Units (RTU), tuning through CDUs	No	Yes	C	C
	ATA 24 Electrical Power	Ammeters now integrated into MFD – systems display with new limits Four power states: normal, converted bus, emergency bus, and standby battery	No	Yes	C	C
	ATA 26 Fire Protection	Zonal bleed leak detection system Single fire bottle for fire suppression. Added baggage smoke detection system	No	Yes	C	C

FROM BASE AIRCRAFT: 525A (CJ2+) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers Speed brakes are now modulated and not two position only Variable rate primary trim system New electric secondary trim Aileron and rudder trim now electric Flap and trim synoptic on MFD	Yes	Yes	D FTD 6	D FTD 6
	ATA 28 Fuel	Increased fuel capacity Single point refueling	No	Yes	A	A
	ATA 29 Hydraulic Power	Full time 3,000 psi system replaces 1,500 psi open center system Pressure indication added to systems overlay page	No	Yes	C	C

FROM BASE AIRCRAFT: 525A (CJ2+) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 30 Ice and Rain Protection	Windshield now multi-panel electrically heated, no longer bleed air, no alcohol, no separate defog New switchology for pitot-static heat and tail deice No pylon anti ice New anti-ice system check	No	Yes	C	C
	ATA 31 Indicating/Recording Systems	EICAS system instead of annunciator panel	No	Yes	C	C
	ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel	No	Yes	C	C
	ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights	No	Yes	C	C

FROM BASE AIRCRAFT: 525A (CJ2+) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	No magnetic compass TAWS controls integrated into PFDs, no longer separate switches Navigation tuning through CDUs, no longer RTUs Second MFD added Single, centrally located flight guidance panel	No	Yes	D FTD 6	D
	ATA 35 Oxygen	Oxygen shutoff control added	No	Yes	B	B
	ATA 73 Engine Fuel and Control	1,131 lbs. increase in thrust RUN/STOP switches instead of throttle cutoff triggers Increased thrust to weight ratio	Yes	Yes	D FTD 6	D FTD 6
	ATA 76 Engine Control	Automatic engine sync	No	Yes	C	C

This **Maneuver Differences** table, from the 525A **(CJ2+)** to the 525C **(CJ4)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525A (CJ2+) **TO RELATED AIRCRAFT: 525C (CJ4)**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – no ground flaps	No	Yes	D FTD 6	D FTD 6
	Descent/Emergency Descent	Modulated speed brake lever – no longer only two position speed brakes	Yes	Yes	D FTD 6	D FTD 6

This **Design Differences** table, from the 525 **(CJ1+)** to the 525C **(CJ4)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (CJ1+) **TO RELATED AIRCRAFT: 525C (CJ4)**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Weights	Maximum takeoff gross weight increased to 16,950 lbs.	No	No	A	A
	Dimensions	Cabin stretch in front of and behind the wing New wing plan form Increased vertical and horizontal tail Re-lofted crown and windshield Wider cabin door with new actuation	No	No	B	A
	Engines	Williams FJ44-4A turbofans with 3,621 lbs. thrust per side	No	No	B	A
	Speed	Increased V_{MO}/M_{MO}	No	No	A	A
	Altitude	Increased maximum altitude	No	No	A	A

FROM BASE AIRCRAFT: 525 (CJ1+) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls Pressurization controller now integrated into MFD – landing elevation and cabin altitude display Cabin door seal no longer inflatable Manual pressurization system removed	No	Yes	C	C
	ATA 22 Autoflight	Location of controls and pilot interface	No	Yes	C	C
	ATA 23 Communications	No Collins radio tuning units (RTU), tuning through CDUs	No	Yes	C	C
	ATA 24 Electrical Power	Ammeters now integrated into MFD – systems display with new limits Four power states: normal, converted bus, emergency bus, and standby battery	No	Yes	C	C

FROM BASE AIRCRAFT: 525 (CJ1+) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 26 Fire Protection	Zonal bleed leak detection system Single fire bottle for fire suppression Added baggage smoke detection system	No	Yes	C	C
	ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers Speed brakes are now modulated and not two position only Variable rate primary trim system New electric secondary trim Aileron and rudder trim now electric Flap and trim synoptic on MFD Added rudder bias	Yes	Yes	D FTD 6	D FTD 6
	ATA 28 Fuel	Increased fuel capacity Single point refueling	No	Yes	A	A

FROM BASE AIRCRAFT: 525 (CJ1+) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA-29 Hydraulic Power	Full time 3,000 psi system replaces 1,500 psi open center system Pressure indication added to systems overlay page	No	Yes	C	C
	ATA 30 Ice and Rain Protection	Windshield now multi-panel electrically heated, no longer bleed air, no alcohol, no separate defog New switchology for pitot-static heat and tail deice No pylon anti ice New anti-ice system check	No	Yes	C	C
	ATA 31 Indicating/Recording Systems	EICAS system instead of annunciator panel	No	Yes	C	C
	ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel	No	Yes	C	C
	ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights	No	Yes	C	C

FROM BASE AIRCRAFT: 525 (CJ1+) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	No magnetic compass TAWS controls integrated into PFDs, no longer separate switches Navigation tuning through CDUs, no longer RTUs Second MFD added Single, centrally located flight guidance panel	No	Yes	D FTD 6	D
	ATA 35 Oxygen	Oxygen shutoff control added	No	Yes	B	B
	ATA 73 Engine and Fuel Control	1,660 lbs. increase in thrust RUN/STOP switches instead of throttle cutoff triggers Increased thrust to weight ratio	Yes	Yes	D FTD 6	D FTD 6
	ATA 76 Engine Control	Automatic engine sync	No	Yes	C	C

This **Maneuver Differences** table, from the 525 **(CJ1+)** to the 525C **(CJ4)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (CJ1+) **TO RELATED AIRCRAFT: 525 (CJ4)**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – no ground flaps	No	Yes	D FTD 6	D FTD 6
	Descent/ Emergency Descent	Modulated speed brake lever – no longer only two position speed brakes	Yes	Yes	D FTD 6	D FTD 6

This **Design Differences** table, from the 525A **(CJ2)** to the 525C **(CJ4)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525A (CJ2) **TO RELATED AIRCRAFT: 525C (CJ4)**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Weights	Maximum takeoff gross weight increased to 16,950 lbs.	No	No	A	B
	Dimensions	Cabin Stretch in front of and behind the wing New wing plan form Increased vertical and horizontal tail Re-lofted crown and windshield Wider cabin door with new actuation	No	No	B	A
	Engines	FADEC controlled Williams FJ44-4A turbofans with 3,621 lbs. thrust per side	No	Yes	B	B
	Speed	Increased V_{MO}/M_{MO}	No	No	A	B

FROM BASE AIRCRAFT: 525A (CJ2) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls Pressurization controller now integrated into MFD – landing elevation and cabin altitude display Cabin door seal no longer inflatable Manual pressurization system removed	No	Yes	C	C
	ATA 22 Autoflight	Location of controls and pilot interface	No	Yes	D FTD 6	D FTD 6
	ATA 23 Communications	Radio tuning through CDUs There is no longer a separate radio stack	No	Yes	C	C
	ATA 24 Electrical Power	Ammeters now integrated into MFD – systems display with new limits Four power states: normal, converted bus, emergency bus, and standby battery	No	Yes	C	C

FROM BASE AIRCRAFT: 525A (CJ2) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 26 Fire Protection	Zonal bleed leak detection system Single fire bottle for fire suppression Added baggage smoke detection system	No	Yes	C	C
	ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers Speed brakes are now modulated and not two position only Variable rate primary trim system New electric secondary trim Aileron and rudder trim now electric Flap and trim synoptic on MFD	Yes	Yes	D FTD 6	D FTD 6
	ATA 28 Fuel	Increased fuel capacity Single point refueling	No	Yes	A	A

FROM BASE AIRCRAFT: 525A (CJ2) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA-29 Hydraulic Power	Full time 3,000 psi system replaces 1,500 psi open center system Pressure indication added to systems overlay page	No	Yes	C	C
	ATA 30 Ice and Rain Protection	Windshield now multi-panel electrically heated, no longer bleed air, no alcohol, no separate defog New switchology for pitot-static heat and tail deice No pylon anti ice New anti-ice system check	No	Yes	C	C
	ATA 31 Indicating/Recording Systems	EICAS system instead of annunciator panel	No	Yes	C	C
	ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel	No	Yes	C	C
	ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights	No	Yes	C	C

FROM BASE AIRCRAFT: 525A (CJ2) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	No magnetic compass TAWS controls integrated into PFDs, no longer separate switches Navigation tuning through CDUs, no longer a separate radio stack Second PFD and MFD standard Single, centrally located flight guidance panel File server unit adding electronic charts and in flight graphical and textual weather Ownship position Added Collins FMS 3000	No	Yes	D FTD 6	D FTD 6
	ATA 35 Oxygen	Oxygen shutoff control added	No	Yes	A	B

FROM BASE AIRCRAFT: 525A (CJ2) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 73 Engine Fuel and Control	FADEC Controlled engine with 1,221 lbs. increase in thrust RUN/STOP switches instead of throttle cutoff triggers Increased thrust to weight ratio, thrust attenuators no longer installed	Yes	Yes	D FTD 6	D FTD 6
	ATA 76 Engine Control	Automatic engine sync	No	Yes	C	C

This **Maneuver Differences** table, from the 525A **(CJ2)** to the 525C **(CJ4)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525A (CJ2) **TO RELATED AIRCRAFT: 525C (CJ4)**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – no ground flaps	No	Yes	D FTD 6	D FTD 6
	Descent/ Emergency Descent	Modulated speed brake lever – no longer only two position speed brakes	Yes	Yes	D FTD 6	D FTD 6

This **Design Differences** table, from the 525 **(CJ1)** to the 525C **(CJ4)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (CJ1) **TO RELATED AIRCRAFT: 525C (CJ4)**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Weights	Maximum takeoff gross weight increased to 16,950 lbs.	No	No	A	A
	Dimensions	Cabin Stretch in front of and behind the wing New wing plan form Increased vertical and horizontal tail Re-lofted crown and windshield Wider cabin door with new actuation	No	No	B	A
	Engines	FADEC controlled Williams FJ44-4A turbofans with 3,621 lbs. thrust per side	No	Yes	B	B
	Speed	Increased V_{MO}/M_{MO}	No	No	A	A
	Altitude	Increased maximum altitude	No	No	A	A

FROM BASE AIRCRAFT: 525 (CJ1) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls Pressurization controller now integrated into MFD – landing elevation and cabin altitude display Cabin door seal no longer inflatable Manual pressurization system removed	No	Yes	C	C
	ATA 22 Autoflight	Location of controls and pilot interface	No	Yes	D FTD 6	D FTD 6
	ATA 23 Communications	Radio tuning through CDUs There is no longer a separate radio stack	No	Yes	C	C
	ATA 24 Electrical Power	Ammeters now integrated into MFD – systems display with new limits Four power states: normal, converted bus, emergency bus, and standby battery	No	Yes	C	C

FROM BASE AIRCRAFT: 525 (CJ1) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 26 Fire Protection	Zonal bleed leak detection system Single fire bottle for fire suppression. Added baggage smoke detection system	No	Yes	C	C
	ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers Speed brakes are now modulated and not two position only Variable rate primary trim system New electric secondary trim Aileron and rudder trim now electric Flap and trim synoptic on MFD Added rudder bias	Yes	Yes	D FTD 6	D FTD 6
	ATA 28 Fuel	Increased fuel capacity Single point refueling	No	Yes	A	A

FROM BASE AIRCRAFT: 525 (CJ1) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 29 Hydraulic Power	Full time 3,000 psi system replaces 1,500 psi open center system Pressure indication added to systems overlay page	No	Yes	C	C
	ATA 30 Ice and Rain Protection	Windshield now multi-panel electrically heated, no longer bleed air, no alcohol, no separate defog New switchology for pitot-static heat and tail deice No pylon anti ice New anti-ice system check	No	Yes	C	C
	ATA 31 Indicating/Recording Systems	EICAS system instead of annunciator panel	No	Yes	C	C
	ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel	No	Yes	C	C
	ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights	No	Yes	C	C

FROM BASE AIRCRAFT: 525 (CJ1) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	No magnetic compass TAWS controls integrated into PFDs, no longer separate switches Navigation tuning through CDUs, no longer a separate radio stack Second PFD and MFD standard Single, centrally located flight guidance panel File server unit adding electronic charts and in flight graphical and textual weather Ownship position Added Collins FMS 3000	No	Yes	D FTD 6	D FTD 6
	ATA 35 Oxygen	Oxygen shutoff control added	No	Yes	B	B

FROM BASE AIRCRAFT: 525 (CJ1) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 73 Engine Fuel and Control	FADEC controlled engine with 1,721 lbs. increase in thrust RUN/STOP switches instead of throttle cutoff triggers Increased thrust to weight ratio, thrust attenuators no longer installed	Yes	Yes	D FTD 6	D FTD 6
	ATA 76 Engine Control	Automatic engine sync	No	Yes	C	C

This **Maneuver Differences** table, from the 525 **(CJ1)** to the 525C **(CJ4)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (CJ1) **TO RELATED AIRCRAFT: 525C (CJ4)**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – no ground flaps	No	Yes	D FTD 6	D FTD 6
	Descent/ Emergency Descent	Modulated speed brake lever – no longer only two position speed brakes	Yes	Yes	D FTD 6	D FTD 6

This **Design Differences** table, from the 525 **(CJ)** to the 525C **(CJ4)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (CJ) **TO RELATED AIRCRAFT: 525C (CJ4)**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Weights	Maximum takeoff gross weight increased to 16,950 lbs.	No	No	A	A
	Dimensions	Cabin Stretch in front of and behind the wing New wing plan form Increased vertical and horizontal tail Re-lofted crown and windshield Wider cabin door with new actuation	No	No	B	A
	Engines	FADEC controlled Williams FJ44-4A turbofans with 3,621 lbs. thrust per side	No	Yes	B	B
	Speed	Increased V_{MO}/M_{MO}	No	No	A	A
	Altitude	Increased maximum altitude	No	No	A	A

FROM BASE AIRCRAFT: 525 (CJ) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls Pressurization controller now integrated into MFD – landing elevation and cabin altitude display Cabin door seal no longer inflatable Manual pressurization system removed	No	Yes	C	C
	ATA 22 Autoflight	Location of controls and pilot interface	No	Yes	D FTD 6	D FTD 6
	ATA 23 Communications	Radio tuning through CDUs There is no longer a separate radio stack	No	Yes	C	C
	ATA 24 Electrical Power	Ammeters now integrated into MFD – Systems Display with new limits Four power states: normal, converted bus, emergency bus, and standby battery	No	Yes	C	C

FROM BASE AIRCRAFT: 525 (CJ) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 26 Fire Protection	Zonal bleed leak detection system Single fire bottle for fire suppression Added baggage smoke detection system	No	Yes	C	C
	ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers Speed brakes are now modulated and not two position only Variable rate primary trim system New electric secondary trim Aileron and rudder trim now electric Flap and trim synoptic on MFD Added rudder bias	Yes	Yes	D FTD 6	D FTD 6
	ATA 28 Fuel	Increased fuel capacity Single point refueling	No	Yes	A	A

FROM BASE AIRCRAFT: 525 (CJ) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 29 Hydraulic Power	Full time 3,000 psi system replaces 1,500 psi open center system Pressure indication added to systems overlay page	None	Yes	C	C
	ATA 30 Ice and Rain Protection	Windshield now multi-panel electrically heated, no longer bleed air, no alcohol, no separate defog New switchology for pitot-static heat and tail deice No pylon anti ice New anti-ice system check	None	Yes	C	C
	ATA 31 Indicating/Recording Systems	EICAS system instead of annunciator panel	None	Yes	C	C
	ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel	None	Yes	C	C
	ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights	None	Yes	C	C

FROM BASE AIRCRAFT: 525 (CJ) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	No magnetic compass TAWS controls integrated into PFDs, no longer separate switches Navigation tuning through CDUs, no longer a separate radio stack Four display tube Collins system standard Single, centrally located flight guidance panel File server unit adding electronic charts and in flight graphical and textual weather Ownship position Added Collins FMS 3000	No	Yes	D FTD 6	D FTD 6
	ATA 35 Oxygen	Oxygen shutoff control added	No	Yes	B	B

FROM BASE AIRCRAFT: 525 (CJ) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 73 Engine Fuel and Control	FADEC controlled engine with 1,721 lbs. increase in thrust RUN/STOP switches instead of throttle cutoff triggers Increased thrust to weight ratio, thrust attenuators no longer installed	Yes	Yes	D FTD 6	D FTD 6
	ATA 76 Engine Control	Automatic engine sync	No	Yes	C	C

This **Maneuver Differences** table, from the 525 **(CJ)** to the 525C **(CJ4)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (CJ) **TO RELATED AIRCRAFT: 525C (CJ4)**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Engine Start	FADEC controlled engine with RUN/STOP switches instead of throttle cutoff triggers	No	Yes	C	C
	Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – no ground flaps Rudder bias added which affects single engine missed or single engine go-around	No	Yes	D FTD 6	D FTD 6
	Instrument Approaches	EADI and EHSI are replaced with Collins left side PFD and an MFD	No	Yes	D FTD 6	D FTD 6
	Normal, Abnormal, Emergency Procedures	Normal, abnormal, and emergency procedures were revised	No	Yes	D FTD 6	D FTD 6
	In-Flight Maneuvers	EADI and EHSI are replaced with Collins left side PFD and an MFD, modulated speed brake lever	No	Yes	D FTD 6	D FTD 6
	Descent/Emergency Descent	Modulated speed brake lever – no longer only two position speed brakes	Yes	Yes	D FTD 6	D FTD 6

This **Design Differences** table, from the 525A **(CJ2)** to the 525A **(CJ2+)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525A (CJ2) **TO RELATED AIRCRAFT: 525A (CJ2+)**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Engines	FADEC controlled Thrust attenuators removed Small thrust increase	Yes	Yes	C	C
	Avionics	Honeywell KLN-900 to Collins FMS-3000 Added VNAV	No	Yes	C	B

This **Maneuver Differences** table, from the 525A **(CJ2)** to the 525A **(CJ2+)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525A (CJ2) **TO RELATED AIRCRAFT: 525A (CJ2+)**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	TO, GA Missed Approach	FADEC controlled Thrust attenuators removed Small thrust increase	Yes	Yes	C	C

This **Design Differences** table, from the 525 **(CJ1)** to the 525 **(CJ1+)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (CJ1) **TO RELATED AIRCRAFT: 525 (CJ1+)**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Weights	Weights increased 100 lbs. (1%) Aft center of gravity moved forward 0.5% (from 29% to 28.5% MAC)	No	No	A	A
	ATA 73 Engine Fuel and Control	New FJ44-1AP engine with approx. 5% increased thrust, throttle detents, and full-authority digital engine control (FADEC) Thrust attenuators removed	No	Yes	C	C
	ATA 23 Communications and ATA 34 Navigation	Collins FMS 3000 installation	No	Yes	C	C
	ATA 23 Communications and ATA 34 Navigation	Collins radio tuning units and standby HSI	No	Yes	A	A

FROM BASE AIRCRAFT: 525 (CJ1) TO RELATED AIRCRAFT: 525 (CJ1+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 23 Communications and ATA 34 Navigation	File server unit with electronic charts and weather	No	No	C	C
	ATA 23 Communications and ATA 34 Navigation	Standby instruments and HSI on RTU	No	Yes	A	C

This **Maneuver Differences** table, from the 525 **(CJ1)** to the 525 **(CJ1+)** was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (CJ1) **TO RELATED AIRCRAFT: 525 (CJ1+)**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Approaches	New Collins FMS-3000 and file server unit (electronic charts and NEXRAD weather)	No	Yes	C	C

This **Design Differences** table, from the 525 **(CJ)** to the 525 **(CJ with G1000 STC SA01594WI-D)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (CJ) **TO RELATED AIRCRAFT: 525 (CJ w/G1000 STC SA01594WI-D)**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 22 Autoflight	Autopilot changed to Garmin GFC 700 Location of controls and pilot interface changed	No	Yes	D	D
	ATA 34 Navigation	Garmin G1000 integrated avionics system replaces existing flight and engine instruments Garmin G1000 replaced installed FMS or long range navigation unit	No	Yes	D	D
	ATA 23 Communications and ATA 34 Navigation	EADI and EHSI replaced with Garmin G1000 integrated flight deck	No	Yes	D	D
	ATA 34 Navigation	FMS replaced with Garmin G1000 integrated flight deck	No	Yes	C	C

This **Maneuver Differences** table, from the 525 (**CJ)** to the 525 (**CJ**) **with G1000 STC SA01594WI-D**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (CJ) **TO RELATED AIRCRAFT: 525 (CJ) w/G1000 STC SA01594WI-D**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Approaches	EADI and EHSI are replaced with PFD and an MFD Honeywell flight guidance replaced with Garmin GFC 700, and flight guidance controls relocated	No	Yes	D	D

This **Design Differences** table, from the 525 **(CJ1+)** to the 525 **(M2)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (CJ1+) **TO RELATED AIRCRAFT: 525 (M2)**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Airplane Configuration	Winglets added	No	No	A	A
	Panel Layout	G3000 system replaces Collins Pro Line 21 Switches rearranged on new tilt panel to accommodate touch controllers in center tilt panel	No	Yes	D FTD-6	D
	Usable Fuel Increase	90 lbs. of additional usable fuel	No	No	A	A
	Thrust Increase	Up to 9% climb and 12% cruise thrust increase	No	No	A	A
	ATA 21 Air Conditioning	Temperature and pressurization control incorporated into the GTCs, replacing manual switches and knobs Backup control still provided with manual switches Remaining pressurization controls relocated from center tilt panel to left tilt panel	No	Yes	B	B

FROM BASE AIRCRAFT: 525 (CJ1+) TO RELATED AIRCRAFT: 525 (M2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 22 Autoflight	Garmin AFCS replaces Collins AFCS The AFCS mode selector panel is relocated from above each PFD to a central location on the fire tray PFD relocated to a central location on the fire tray	No	Yes	D FTD-6	D
	ATA 23 Communications	Two GTCs replace radio tuning units	No	Yes	B	B
	ATA 24 Electrical Power	Emer bus items include PFD 1 and the left GTC to allow most avionics functionality during emergency/abnormal procedures that require using the emer bus	No	Yes	D FTD 6	D
	ATA 24 Electrical Power	Dispatch switch powers the MFD and left GTC to allow preflight planning without powering all aircraft systems	No	Yes	A	A
	ATA 31 Indicating/Recording Systems	Systems test incorporated into touchscreen controllers	No	Yes	B	B

FROM BASE AIRCRAFT: 525 (CJ1+) TO RELATED AIRCRAFT: 525 (M2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 31 Indicating/Recording Systems	CAS messages replace the annunciator panel	No	Yes	D FTD 6	D
	ATA 33 Lights	Lighting controls relocated on switch panel and partly automated and integrated into the GTCs	No	Yes	A	A
	ATA 34 Navigation	FMS functions are provided on two GTCs instead of a dedicated FMS controller	No	Yes	D FTD-6	D
	ATA 34 Navigation	Garmin PFD/MFD replaces Collins PFD/MFD A PFD controller for each PFD is located on the fire tray	No	Yes	D FTD-6	D
	ATA 34 Navigation	Garmin synthetic vision technology added.	No	Yes	D FTD-6	D
	ATA 34 Navigation	Standby flight display relocated to fire tray	No	Yes	D FTD-6	D
	ATA 35 Oxygen	Oxygen gauge on EIS replaces a mechanical oxygen gauge	No	No	A	A

FROM BASE AIRCRAFT: 525 (CJ1+) TO RELATED AIRCRAFT: 525 (M2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 74 Ignition	Engine ignition control on the GTCs replaces switches	No	No	A	A
	ATA 76 Engine Control	Engine start switches moved from left panel to pedestal	No	No	A	A
	ATA 76 Engine Control	FADEC reset switches moved to the GTCs FADEC channel select buttons are removed	No	No	A	A
	ATA 76 Engine Control	Throttles shortened by 1 in	No	No	A	A
	ATA 77 Engine Indicating	Garmin EIS display replaces Collins EIS display and annunciator panel	No	Yes	B	B

This **Maneuver Differences** table, from the 525 **(CJ1+)** to the 525 **(M2)**, was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (CJ1+) **TO RELATED AIRCRAFT: 525 (M2)**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Approaches	Garmin 3000 system replaces Collins Pro Line 21	No	Yes	C	C

This Design Differences table, from the **525B (CJ3)** to the **525B (CJ3+)**, was proposed by Cessna and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525B (CJ3+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Panel Layout	G3000 system replaces Collins Pro Line 21 Switches rearranged on new tilt panel to accommodate touch controllers in center tilt panel	No	Yes	C	C
	ATA 21 Air Conditioning	Temperature and pressurization control incorporated into the GTCs, replacing manual switches and knobs Backup control still provided with manual switches Remaining pressurization controls relocated from center tilt panel to left tilt panel	No	Yes	B	B
	ATA 22 Autoflight	Garmin AFCS replaces Collins AFCS The AFCS mode selector panel is relocated from above each PFD to a central location on the fire tray	No	Yes	C	C

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525B (CJ3+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 23 Communications	Two GTCs replace radio tuning units	No	Yes	B	B
	ATA 24 Electrical Power	Emer bus items include PFD 1 and the left GTC to allow most avionics functionality during emergency/abnormal procedures that require using the emer bus	No	Yes	C	C
	ATA 24 Electrical Power	Dispatch switch powers the MFD and left GTC to allow preflight planning without powering all aircraft systems	No	Yes	A	A
	ATA 31 Indicating/Recording Systems	Systems test incorporated into touchscreen controllers	No	Yes	B	B
	ATA 31 Indicating/Recording Systems	CAS messages replace the annunciator panel	No	Yes	C	C
	ATA 33 Lights	Lighting controls relocated on switch panel and partly automated and integrated into the GTCs	No	Yes	A	B
	ATA 34 Navigation	FMS functions are provided on two GTCs instead of a dedicated FMS controller	No	Yes	C	C

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525B (CJ3+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	Garmin PFD/MFD replaces Collins PFD/MFD A PFD controller for each PFD is located on the fire tray	No	Yes	C	C
	ATA 34 Navigation	Garmin synthetic vision technology added	No	Yes	C	C
	ATA 34 Navigation	Standby flight display relocated to fire tray	No	Yes	C	C
	ATA 35 Oxygen	Oxygen gauge on EIS replaces a mechanical oxygen gauge	No	No	A	A
	ATA 74 Ignition	Engine ignition control on the GTCs replaces switches	No	No	A	A
	ATA 76 Engine Controls	Engine start switches moved from left panel to pedestal	No	No	A	A
	ATA 76 Engine Controls	FADEC reset switches moved to the GTCs FADEC channel select buttons are removed	No	No	A	A

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525B (CJ3+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 76 Engine Controls	Throttles shortened by 1 in	No	No	A	A
	ATA 77 Engine Indicating	Garmin EIS display replaces Collins EIS display and annunciator panel	No	Yes	B	B

This **Maneuver Differences** table, from the 525B **(CJ3)** to the 525B **(CJ3+)** was validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525B (CJ3) **TO RELATED AIRCRAFT: 525B (CJ3+)**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Approaches	Garmin 3000 system replaces Collins Pro Line 21	No	Yes	C (PTT)	C

APPENDIX 4. CE-525 VARIATIONS TABLE FOR MIXED FLEET FLYING (IN ORDER OF DATE MANUFACTURED)

Model	525 (CJ)	525 (CJ1)	525A (CJ2)	525B (CJ3)	525 (CJ1+)	525A (CJ2+)	525C (CJ4)	525 (M2)	525B (CJ3+)
Certification Date	10/15/1992	2/16/2000	6/21/2000	10/15/2004	6/17/2005	9/30/2005	03/12/2010	12/20/2013	05/18/2015
Serials	525-0001 thru 525-0359	525-0360 thru 525-0558	525A-0001 thru 525A-0299	525B-0001 thru 525B-0450 excl. 525B-0057	525-0600 thru 525-0701 excl. 525-0685	525A-0300 and on	525C-0001 and on	525-0685 and 525-0800 and on	525B-0057 and 525B-0451 and on
Max Ramp Weight (lbs.)	10,500	10,700	12,500	14,070	10,800	12,625	17,230	10,800	14,070
Max Takeoff Weight (lbs.)	10,400	10,600	12,375	13,870	10,700	12,500	17,110	10,700	13,870
Max Landing Weights (lbs.)	9,700	9,800	11,500	12,750	9,900	11,525	15,660	9,900	12,750
V_{MO} Speed (KIAS)	263	263	275	278	263	278	305	263	278
M_{MO} Speed (M)	0.71	0.71	0.72	0.737	0.71	0.737	0.77	0.71	0.737
Max Altitude	FL 410	FL 410	FL 450	FL 450	FL 410	FL 450	FL 450	FL 410	FL 450
Engine Type	FJ44-1A	FJ44-1A	FJ44-2C	FJ44-3A	FJ44-1AP	FJ44-3A-24	FJ44-4A	FJ44-1AP	FJ44-3A
Engine Thrust	1900	1900	2400	2820	1965	2490	3621	1965	2820
Engine Fuel Control	hydro-mech	hydro-mech	hydro-mech	FADEC	FADEC	FADEC	FADEC	FADEC	FADEC
Fuel (lbs.)	3,220	3,220	3,961	4,710	3,220	3,961	5,828	3,296	4,710

Model	525 (CJ)	525 (CJ1)	525A (CJ2)	525B (CJ3)	525 (CJ1+)	525A (CJ2+)	525C (CJ4)	525 (M2)	525B (CJ3+)
Avionics Package	Honeywell (SPZ-5000)	Collins (PL21)	Collins (PL21)	Collins (PL21)	Collins (PL21)	Collins (PL21)	Collins (PL21)	Garmin (3000)	Garmin (3000)
Avionics Radios	CNS-5000 Radio Stack	CNS-5000 Radio Stack – (OPT) Garmin/ Collins	CNS-5000 Radio Stack – (OPT) Garmin/ Collins	Collins RTU	Collins RTU	Collins RTU	Collins FMS	Garmin GTC	Garmin GTC
Avionics Autopilot	Honeywell	Collins	Collins	Collins	Collins	Collins	Collins	Garmin	Garmin
Avionics FMS (Std)	King KLN900 or Universal UNS-1C/K	Universal UNS-1C/K	Universal UNS-1C/K	Collins FMS-3000	Collins FMS-3000	Collins FMS-3000	Collins FMS-3200	Garmin FMS	Garmin FMS
Avionics Audio Panel	Ametek	KY-196A	KY-196A	Collins	Collins	Collins	Collins	Garmin in GTC	Garmin in GTC
Avionics Displays	EADI/EHSI	Collins PFD (Single or Dual) Single MFD	Collins PFD (Single or Dual) Single MFD	Collins Dual PFD Single MFD	Collins Dual PFD Single MFD	Collins Dual PFD Single MFD	Collins Dual PFD and MFD	Garmin Dual PFD Single MFD	Garmin Dual PFD Single MFD

NOTE: Rudder bias is installed on 525A, 525B, and 525C models.

APPENDIX 5. PRO LINE FUSION® EDS DESCRIPTION

The Supplemental Type Certificate (STC) SA11219SC modifies a Textron Model 525B (CJ3) aircraft by upgrading the Rockwell Collins Pro Line 21 with the Rockwell Collins Pro Line Fusion® embedded display system (EDS).

Fundamentally, there are no changes to the basic sensor systems or autopilot. The addition of a second distance measurement equipment (DME) and automatic direction finder (ADF) on this platform is to ensure a complete sensor package for examination with EDS, and the installation follows the same installation design to mirror a factory Cessna configuration.

The flight management system (FMS) is an updated FMS-6000 hosted within the EDS displays as a software application.

In addition to touchscreen technology in the main displays, the system also includes dedicated cockpit controls for cursor manipulation and alphanumeric entry. The control panels include two pedestal mounted cursor control panels (CCP), one multifunction keypad panel (MKP), and two instrument panel mounted single knob panels (SKP).

The CCPs provide a means to control and position the cursor on the displays for interaction with graphical controls and menus. The MKP includes a dedicated alphanumeric keyboard for entering data into the flight management and other systems. The SKPs control barometric pressure settings and radar tilt.

The existing standby indicator was relocated in the instrument panel.

Optional equipment evaluated:

- Traffic Alert and Collision Avoidance System (TCAS II).
- Electronic charts.
- Synthetic Vision System (SVS).