



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

Master Minimum Equipment List (MMEL)

Revision: 4
Date: 01/16/2020

Textron Aviation Model 525 CJ, CJ1, CJ1+, M2

Victoria Linkous, Chair
Flight Operations Evaluation Board (FOEB)

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

Telephone: (816) 329-3233
Fax: (816) 329-3241
Email: 9-AVS-AFS-100@faa.gov

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. I

AIRCRAFT:
 Textron Aviation Model 525

TABLE OF CONTENTS AND CONTROL PAGE

SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE
--	Cover Page	--	4	01/16/2020
--	Table of Contents and Control Page	I	4	01/16/2020
--	Log of Revisions	II	4	01/16/2020
--	Highlights of Change	III thru VIII	4	01/16/2020
--	Definitions and Preamble	IX	3	12/19/2013
--	Guidelines for (M) and (O) Procedures	X	4	01/16/2020
21	Air Conditioning	21-1 thru 14	4	01/16/2020
22	Autoflight	22-1 thru 8	4	01/16/2020
23	Communications	23-1 thru 7	4	01/16/2020
24	Electrical Power	24-1	3	12/19/2013
25	Equipment/Furnishings	25-1 thru 9	4	01/16/2020
26	Fire Protection	26-1	4	01/16/2020
27	Flight Controls	27-1 thru 2	4	01/16/2020
28	Fuel	28-1 thru 4	4	01/16/2020
30	Ice and Rain Protection	30-1 thru 4	4	01/16/2020
31	Indicating/Recording Systems	31-1 thru 4	4	01/16/2020
32	Landing Gear	32-1	3b	01/26/2015
33	Lights	33-1 thru 4	4	01/16/2020
34	Navigation	34-1 thru 17	4	01/16/2020
35	Oxygen	35-1 thru 2	4	01/16/2020
38	Water/Waste	38-1	4	01/16/2020
45	Central Maintenance System	45-1	4	01/16/2020
46	Information Systems	46-1	4	01/16/2020
52	Doors	52-1 thru 3	4	01/16/2020
73	Engine Fuel and Control	73-1	3a	04/07/2014
76	Engine Control	76-1	3	12/19/2013
78	Engine Exhaust	78-1	3b	01/26/2015

REVISION NO. 4
DATE: 01/16/2020

PAGE NO. II

AIRCRAFT:
Textron Aviation Model 525

LOG OF REVISIONS

REV NO.	DATE
Original	07/08/1993
1	11/22/1994
1a	05/15/1997
1b	08/10/2000
1c	11/20/2001
1d	12/06/2004
2	02/02/2012
3	12/19/2013
3a	04/07/2014
3b	01/26/2015
4	01/16/2020

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. III

AIRCRAFT:
 Textron Aviation Model 525

HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 4**.

ATA NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
All	Revised all pages to reflect the change of Type Certificate holder from Cessna to Textron Aviation as listed in TCDS A1WI.
All	This revision reformats the MMEL to the Federal 508 requirement: https://www.section508.gov/
All	All instances of the phrase "14 CFR" have been replaced with "14 CFR operating rule" to address equipment requirements for operational environments. (Pages 21-4 thru 8, 23-1 thru 5, 23-7, 25-8, 25-9, 26-1, 30-3, 30-4, 31-1, 31-2, 33-3, 33-4, 34-6, 34-11 thru 14, 34-16, 34-17, and 35-2)
Section Two	This section has been deleted in Revision 4. All CAS messages added as NOTES with the system being deferred or have been deleted.
ATA 21 AIR CONDITIONING	
21-21-08	Renumbered Sub-items.
21-30-01	Removed: (Unpressurized) from title and Removed reference item from proviso item b).
21-30-02	Sub-items -00A and -00B: Revised provisos to say "14 CFR operating rule".
21-31-02	Renumbered Sub-items. Sub-item -01B: Removed reference item from proviso. Added NOTE for CAS message relocated from Section Two. Sub-item -03A: Removed reference item from proviso. Sub-item -03B: Removed reference item from proviso. Added NOTE for CAS message relocated from Section Two.
21-32-01	Sub-item -00A: Added exclusion to G3000 equipped airplanes. Removed "Unpressurized". Sub-item -00B: Removed "Unpressurized". Removed reference item from proviso.
21-32-02	Sub-item -00A: Added exclusion to G3000 equipped airplanes. Removed "Pressurized". Sub-item -00B: Removed "Unpressurized". Removed reference item from proviso.

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. IV

AIRCRAFT:
 Textron Aviation Model 525

HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
21-32-03	Sub-item -00A: Removed "Pressurized". Sub-item -00B: Removed "Unpressurized". Removed reference item.
21-33-01	Removed reference item from proviso.
21-50-02	Split into sub-items and renumbered/reformatted.
21-50-03	Renumbered sub-items. Removed reference item from proviso.
21-60-01	Removed reference item from proviso.
ATA 22 AUTOFLIGHT	
22-10-01	Renumbered and relabeled relief item title. Sub-item -00C: Removed reference items from proviso.
22-10-03	Removed reference item from proviso. Added NOTE for CAS message relocated from Section Two.
22-10-05	Split relief into sub-items for serial number effectivity. Removed reference item from provisos. Sub-item -00B: Added NOTE for CAS message relocated from Section Two.
22-13-03 and 22-13-04	Added serial number effectivity to continued title. Sub-items renumbered consecutively.
ATA 23 COMMUNICATIONS	
23-10-01	Sub-item -01: Removed reference item from proviso.
23-50-01	Added serial number effectivity to continued title.
23-50-07-02	Renumbered sub-item.
23-60-01	Added NOTE 2. Renumbered and combined static wick sub-items for clarification and consistency. Deleted "Wing Tip Assembly" and Stinger as separate sub-item". Separated Aileron relief and added serialization.

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. V

AIRCRAFT:
 Textron Aviation Model 525

HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
23-70-01	Sub-item -00A: Removed a) FDR proviso is not applicable to this aircraft. Sub-item -00C: Relief moved to sub-items -00A and -00B. (Ref. 14 CFR 91.609).
ATA 25 EQUIPMENT/FURNISHINGS	
25-20-06	Sub-items -01A and -02C: Removed reference item.
25-50-02-00A	Amended proviso.
25-62-01	Added ELT sub-items and amended provisos and repair categories per Policy Letter 120 Rev 3.
ATA 27 FLIGHT CONTROLS	
27-31-01	Added NOTE for CAS message relocated from Section Two. Removed reference item from proviso.
27-60-01	Added relief for Active Technology Load Alleviation System (ATLAS).
ATA 28 FUEL	
28-41-01	Added NOTE for CAS message relocated from Section two.
ATA 30 ICE AND RAIN PROTECTION	
30-10-02	Added NOTE for CAS message relocated from Section Two.
30-10-03	Renumbered to 10-03. Added NOTE for CAS message relocated from Section Two.
30-20-01	Added NOTE for CAS message relocated from Section Two.
30-30-04	Static Port Heater (Copilot) (Units -0001 thru -0359) deleted. Added NOTE for CAS message relocated from Section Two.
30-40-02	Removed reference item from proviso.
30-70-01	Removed reference item from proviso.
ATA 31 INDICATING/RECORDING SYSTEMS	
31-30-03	Amended FDR relief. Removed sub-items (Ref. 14 CFR 91.609). Added NOTE for CAS message relocated from Section Two.
31-50-01	Renumbered sub-items. Removed reference items from provisos.

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. VI

AIRCRAFT:
 Textron Aviation Model 525

HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
31-50-02	Removed reference item from proviso.
31-60-01	Added relief for INOP Button on Active Technology Load Alleviation System (ATLAS).
ATA 33 LIGHTS	
33-40-01	Amended relief to comply with 14 CFR 91.209 (b).
33-40-02	Amended relief to comply with 14 CFR 91.209 (b).
33-40-03	Sub-item -00A: Changed repair category to C. Sub-items -00A and -00B: Removed item name.
33-40-03-00C	Added relief for LED landing lights installed at the factory or by Textron Aviation Service Bulletin.
33-40-03-01	Removed (O) procedure and amended proviso.
33-40-03-02	Removed (O) procedure and amended proviso.
33-40-05	Amended proviso.
ATA 34 NAVIGATION	
34-18-02	Added NOTE for CAS message relocated from Section Two.
34-25-01	Removed reference item from proviso. Renumbered sub-Items.
34-25-05	Renumbered sub-Items.
34-25-08	Removed reference items from provisos.
34-31-01	Amended relief to be specific to operating rules. Removed reference item from proviso.
34-32-01	Amended relief to be specific to operating rules.
34-34-01	Amended relief to be specific to operating rules.
34-36-01	Added NOTE for CAS message relocated from Section Two. Added NOTE from PL-54.
34-42-01	Added NOTE for CAS message relocated from Section Two.

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. VII

AIRCRAFT:
 Textron Aviation Model 525

HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
34-44-01	Sub-items -00A and -00B: Removed reference items from provisos.
34-44-03	Added NOTE for CAS message relocated from Section Two.
34-45-01	Added NOTE for CAS message relocated from Section Two.
34-52-01	Included STCs. Removed reference item from proviso. Sub-item -00B: Added NOTE for CAS message relocated from Section Two. Sub-item -02: Moved squitter relief to ATA 34-52-02. The revised Policy Letter 76 Rev 7 removes the Automatic Dependent Surveillance Broadcast (ADS-B) squitter transmissions relief (relief is now provided in PL-105 Rev 3).
34-52-02	Added relief for ABS-B (per PL-105 Rev 3). Added NOTE for CAS message relocated from Section Two. Included STCs.
34-57-01	Amended relief to be specific to operating rules.
34-60-02	Amended relief to be specific to operating rules
34-61-00	Relief added to address CAS message relief from Rev 3b in Section Two.
34-61-01	Deleted relief due to change in PL 98 Rev 1.
ATA 35 OXYGEN	
35-10-01	Combined sub-item into single proviso item.
35-20-01-00C	Removed reference item from proviso.
35-30-02	Added "Portable" to item name. Amended PBE relief. and added Note to proviso.
ATA 38 WATER/WASTE	
38-30-04	Sub-items -01 and -03: Removed reference item from proviso.
ATA 45 CENTRAL MAINTENANCE SYSTEM	
45-00-01	Added NOTE for CAS message relocated from Section Two.

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. VIII

AIRCRAFT:
 Textron Aviation Model 525

HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
ATA 46 INFORMATION SYSTEMS	
46-00-01	Removed Class designation from sub-item tiles.
ATA 52 DOORS	
52-10-01	Renumbered Sub-items. Sub-item -02: Added NOTE for CAS message relocated from Section Two. Sub-items -02 and -03B: Removed reference item from proviso.
52-70-01	Renumbered Sub-items. Sub-items -01 thru -03: Added NOTE for CAS message relocated from Section Two.

REVISION NO. 3
DATE: 12/19/2013

PAGE NO. IX

AIRCRAFT:
Textron Aviation Model 525

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-25 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.

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. X

AIRCRAFT:
 Textron Aviation Model 525

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 (STC) 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:

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment List (P/N 525CPM-04-00 or later revision) published by Textron Aviation.

Additional Guidelines for (M) & (O) procedures for STC products not supported by Textron Aviation will be listed.

SEQUENCE NO.	PROCEDURE
27-60-01 Active Technology Load Alleviation System (ATLAS) (Tamarack/Cranfield STC SA03842NY)	(M) Disable ATLAS TACS movement by opening and securing the following circuit breakers: ATLAS MAIN, ATLAS EMER 1 and ATLAS EMER 2 Confirm centering strips are installed on TACS. Placard INOPERATIVE. Refer to Tamarack/Cranfield Aircraft Maintenance Manual Supplement CA/DD/M021 Issue M or later revision.
31-60-01 Active Technology Load Alleviation System (ATLAS) INOP Button (Tamarack/Cranfield STC SA03842NY)	(M) Disable ATLAS TACS movement by opening and securing the following circuit breakers: ATLAS MAIN, ATLAS EMER 1 and ATLAS EMER 2 Confirm centering strips are installed on TACS. Placard INOPERATIVE. Refer to Tamarack/Cranfield Aircraft Maintenance Manual Supplement CA/DD/M021 Issue M or later revision.

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 21-1

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

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		
-20-07	Windshield Defog System (Fan and / or diverter) (Units -0001 thru -0701)	C	1	0	(M)(O) May be inoperative provided: a) Defog fan is deactivated, b) Windshield bleed air anti-ice system is operative, c) Both glareshield fans are operative, d) DEFOG FAN is selected OFF, and e) Crew has a means to clear windshield of moisture.	
	Windshield Defog System (Fan and / or diverter) (Units -0800 and on)	C	1	0	(M) (O) May be inoperative provided: a) Defog fan is deactivated, b) Windshield bleed air anti-ice system is operative, c) Both glareshield fans are operative, d) DEFOG is selected OFF on GTC Temperature Page, and e) Crew has a means to clear windshield of moisture.	
-21-06	Glareshield Fan (Units -0001 thru -0359 excluding G1000-equipped aircraft)	C	-	1		
	Glareshield Fan (Units -0001 thru -0359 G1000-equipped aircraft)	C	2	1	One may be inoperative provided aircraft is operated in accordance with G1000 AFM supplement temperature limitations.	
	Glareshield Fan (Units -0360 thru -0701)	C	2	1	One may be inoperative.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 21-2

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-21-07	Instrument Panel Cooling Fan (CNI-5000 communications rack) (Units -0001 thru -0359 excluding G1000-equipped aircraft and Units -0360 thru -0558)	B	2	0	NOTE: Radio service life may be extended by selecting unused radios OFF.	
-01	FAN 1 Amber Light	C	1	0	(M) May be inoperative provided both cooling fans are verified operative.	
-21-08	Nose Avionics Cooling Fan					
-00A	Radome Bulkhead (RH FS 43) (Units -0001 thru -0359 excluding G1000-equipped aircraft)	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM NOSE AVIONICS COOLING FAN abnormal procedure.	
-00B	Radome Bulkhead (RH FS 43) (Units -0001 thru -0359 G1000-equipped aircraft)	C	1	0	May be inoperative provided aircraft is operated in accordance with G1000 AFM supplement temperature limitations.	
-01	Radome Bulkhead (LH FS 43) (Units -0360 and on)	C	1	0	May be inoperative provided ground operations with avionics ON are limited to 30 minutes.	
-02	Vaneaxial Snorkel (MN001) (Units -0001 thru -0359)	C	1	0		

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 21-3

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-21-10	Ported Cooling Fan					
-01	Radio (KA 33 Panel Fan) (Units -0001 thru -0359 G1000-equipped aircraft)	C	1	0	May be inoperative provided aircraft is operated in accordance with G1000 AFM supplement temperature limitations.	
-02	Integrated Avionics Unit (GIA FAN 1/2) (Units -0001 thru -0359 G1000-equipped aircraft)	C	2	1	May be inoperative provided aircraft is operated in accordance with G1000 AFM supplement temperature limitations.	
-21-11	Display Fan (Units -0001 thru -0359 G1000-equipped aircraft)	C	3	0	May be inoperative provided aircraft is operated in accordance with G1000 AFM supplement temperature limitations.	
-30-01	Cabin Dump Function	C	1	0	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 21-4

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System					
-00A	(Unpressurized with cabin occupants) (Units -0001 thru -0558)	C	1	0	(O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) CABIN DUMP is selected ON, c) Aircraft is operated at 12,400 ft cabin altitude or below, and d) Flightcrew oxygen system is used as required by 14 CFR operating rule.	
-00A	(Unpressurized with cabin occupants) (Units -0600 thru -0701)	C	1	0	(O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) CABIN DUMP is selected ON, c) Aircraft is operated at 12,400 ft cabin altitude or below, and d) Flightcrew oxygen system is used as required by 14 CFR operating rule.	
NOTE: CAB ALT 10000 FT red annunciator may illuminate at 10,000 ft cabin altitude.						
NOTE: CABIN ALT red annunciator may illuminate at 10,000 ft cabin altitude.						
(Continued)						

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 21-5

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System (Cont'd)					
-00A	(Unpressurized with cabin occupants) (Units -0800 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 12,400 ft cabin altitude or below, and d) Flightcrew oxygen system is used as required by 14 CFR operating rule.	
					NOTE: PRESSURIZATION CTRL amber message may appear. CABIN ALTITUDE red message may appear and CABIN ALTITUDE aural warning may sound at 9,500 ft cabin altitude.	
					(Continued)	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 21-6

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System (Cont'd)					
-00B	(Unpressurized without cabin occupants) (Units -0001 thru -0558)	C	1	0	(O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) CABIN DUMP is selected ON, c) OXYGEN CONTROL VALVE is selected to CREW ONLY, d) No cabin occupants are carried, e) Aircraft is operated at FL 250 or below, and f) Flightcrew oxygen system is used as required by 14 CFR operating rule.	
					NOTE: CAB ALT 10,000 FT red annunciator may illuminate at 10,000 ft cabin altitude.	
					(Continued)	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 21-7

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System (Cont'd)					
-00B	(Unpressurized without cabin occupants) (Units -0600 thru -0701)	C	1	0	(O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) CABIN DUMP is selected ON, c) OXYGEN CONTROL VALVE is selected to CREW ONLY, d) No cabin occupants are carried, e) Aircraft is operated at FL 250 or below, and f) Flightcrew oxygen system is used as required by 14 CFR operating rule.	
NOTE: CABIN ALT red annunciator may illuminate at 10,000 ft cabin altitude.						
(Continued)						

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 21-8

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System (Cont'd)					
-00B	(Unpressurized without cabin occupants) (Units -0800 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 FL 250 or below, and f) Flightcrew oxygen system is used as required by 14 CFR operating rule.	
-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 FL 250 or below.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 21-9

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Cabin Pressurization System Mode					
-01A	Automatic Schedule Mode (Units -0001 thru -0701)	C	1	0	May be inoperative provided: a) Isobaric mode is operative, b) Cabin differential pressure gauge / indication is operative, c) Cabin altitude gauge / indication is operative, and d) Cabin vertical speed gauge / indication is operative.	
-01B	Automatic Schedule Mode (NORM) (Units -0800 and on)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative. NOTE: The PRESSURIZATION CNTRL amber CAS message will display until item corrected.	
-02	Isobaric Mode (Units -0001 thru -0701)	C	1	0	May be inoperative provided automatic schedule mode is operative.	
-03A	Any Mode (Excluding manual) (Units -0001 thru -0701)	C	2	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-03B	Any Mode (Excluding manual) (Units -0800 and on)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative. NOTE: The PRESSURIZATION CNTRL amber CAS message will display until item corrected.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 21-10

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-32-01	Cabin Altitude Gauge/Indication					
-00A	(Excluding 525 unit -0685 and -0800 and on)	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		C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-01	Gauge Lighting (Units -0001 thru -0701)	C	1	0	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read gauge.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 21-11

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-32-02	Cabin Differential Pressure Gauge/Indication					
-00A	(Excluding 525 unit -0685 and -0800 and on)	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		C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-32-03	Cabin Vertical Speed Gauge/Indication					
-00A		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		C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 21-12

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-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	
-50-02	Vapor-cycle Air Conditioning System					
-00A	(Units -0001 thru -0359 excluding G1000-equipped aircraft and Units -0360 thru -0701)	C	1	0	(M) May be inoperative provided: a) Air conditioning system is deactivated, b) AIR CONDITIONING is selected OFF, c) Windshield defog system is considered inoperative, and d) Cabin and cockpit temperature control systems are operative.	
-00B	Vapor-cycle Air Conditioning System (Units -0001 thru -0359 G1000-equipped aircraft)	C	1	0	(M) May be inoperative provided: a) Air conditioning system is deactivated, b) AIR CONDITIONING is selected OFF, c) Windshield defog system is considered inoperative, d) Cabin and cockpit temperature control systems are operative, and e) Aircraft is operated in accordance with G1000 AFM supplement temperature limitations with air conditioning off.	

(Continued)

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 21-13

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Vapor-cycle Air Conditioning System (Cont'd)					
-00C	Vapor-cycle Air Conditioning System (Units -0800 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 system is considered inoperative, and d) Cabin and cockpit temperature control systems 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 -0701)	C	1	0		

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 21-14

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-50-03	Evaporator Fan					
-01	Forward (FWD)	C	1	0	(M) May be inoperative provided: a) Aft evaporator fan is operative, b) Forward evaporator fan is deactivated, and c) Windshield defog system is considered inoperative.	
-02	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.	
-60-01	Cockpit and Cabin Temperature Control System	C	2	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-01	Automatic Mode	C	1	0	May be inoperative provided temperature control system manual mode is operative and used.	
-02	Manual Mode	C	1	0	May be inoperative provided temperature control system automatic mode is operative and used.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 22-2

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Autopilot Disconnect Button (Failed deselected) (Cont'd)					
-00C		B	2	0	May be inoperative provided: a) Autopilot system is considered inoperative, and b) Electric elevator trim is considered inoperative.	
-10-02	Autopilot Interrupt/Flight Director Sync Button (A/P TCS) (Units -0001 thru -0359 excluding G1000-equipped aircraft)	C	2	0		
-10-02	Autopilot Interrupt/Flight Director Sync Button (A/P CWS) (Units -0001 thru -0359 G1000-equipped aircraft)	C	2	0		
-10-02	Autopilot Interrupt/Flight Director Sync Button (A/P TCS) (Units -0360 thru -0558)	C	2	0		
-10-02	Autopilot Interrupt/Flight Director Sync Button (A/P SYNC) (Units -0600 thru -0701)	C	2	0		
-10-02	Autopilot Interrupt/Flight Director Sync Button (CWS) (Units -0800 and on)	C	2	0		

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 22-3

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-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 in manual mode, d) Aircraft is not operated RVSM, e) Aircraft is not operated single-pilot, and f) Yaw damper is considered inoperative.	
					NOTE: 525 units -0800 and on, the AP FAIL amber CAS message will display until item corrected.	
-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.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 22-4

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-05	Yaw Damper					
-00A	(Units -0001 thru -0701)	B	1	0	(M) May be inoperative provided: a) Yaw damper is deactivated, and b) Autopilot system is considered inoperative.	
-00B	(Units -0800 and on)	B	1	0	(M) May be inoperative provided: a) Yaw damper is deactivated, b) Autopilot system is considered inoperative, and c) Aircraft is operated at FL-280 or below. NOTE: The YD FAIL white CAS message will display until item corrected.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 22-5

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Flight Guidance Controller Annunciator (GMC 710) (Failed to illuminate) (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on)					
-01	Altitude (ALT button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-02	Approach (APR button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-03	Autopilot (AP button)	C	1	0	May be inoperative provided AP annunciation appears in PFD flight director mode box.	
-04	Back Course (BC button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-05	Coupled Side (XFR Button - left or right arrow)	C	2	0	May be inoperative provided associated green coupled arrow appears in PFD flight director mode box.	
-06	Flight Level Change (FLC button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-07	Half Bank (BANK button)	C	1	0	May be inoperative provided green bank limit arc appears on PFD attitude display.	
(Continued)						

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 22-6

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Flight Guidance Controller Annunciator (GMC 710) (Failed to illuminate) (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on) (Cont'd)					
-08	Heading (HDG button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-09	Navigation (NAV button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-10	Vertical Navigation (VNV button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-11	Vertical Speed (VS button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-12	Yaw Damper (YD button)	C	1	0	May be inoperative provided YD annunciation appears in PFD flight director mode box.	
-13-04	Flight Guidance Controller Function Control (GMC 710) (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on)					
-01	Altitude (ALT button)	B	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Aircraft is not operated RVSM.	

(Continued)

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 22-7

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Flight Guidance Controller Function Control (GMC 710) (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on) (Cont'd)					
-02	Approach (APR button)	B	1	0	May be inoperative provided procedures do not require its use.	
-03	Autopilot (AP button)	B	1	0	May be inoperative provided autopilot system is considered inoperative.	
-04	Back Course (BC button)	C	1	0	May be inoperative provided procedures do not require its use.	
-05	IAS/Mach Change-over (SPD Button)	D	1	0		
-06	Coupled Side (XFR button)	C	1	0	May be inoperative provided arrow points to pilot flying side.	
-07	Course (CRS1 or CRS2 knob)	B	2	1	One may be inoperative provided procedures do not require its use.	
-08	Course Direct (CRS1 or CRS2 PUSH DIR)	C	2	0		
-09	Flight Level Change (FLC button)	C	1	0	May be inoperative provided procedures do not require its use.	
-10	Half Bank (BANK Button)	C	1	0		
-11	Heading Sync (HDG PUSH SYNC)	C	1	0		
-12	Navigation (NAV Button)	B	1	0	May be inoperative provided procedures do not require its use.	
(Continued)						

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 22-8

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Flight Guidance Controller Function Control (GMC 710) (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on) (Cont'd)					
-13	Vertical Navigation (VNV button)	C	1	0	May be inoperative provided procedures do not require its use.	
-14	Vertical Speed (VS button)	C	1	0	May be inoperative provided procedures do not require its use.	
-15	Yaw Damper (YD Button)	C	1	0	NOTE 1: Yaw damper may be engaged by engaging autopilot. NOTE 2: Yaw damper may be disengaged by pressing autopilot disconnect button.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 23-1

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

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		
-10-01 ***	High Frequency (HF) Communication System					
-00A	(Dual LRCS not required)	D	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-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 intended route of flight, c) ICAO Flight Plan is updated, as required, to notify ATC of communications equipment status of 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.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 23-2

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

23. Communications

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 operating rule may be inoperative provided: a) Affected system is not on an emergency bus, and b) Procedures do not require its use.	
-01 ***	VHF Datalink (VDL) (Units -0800 and on)	D	-	0	May be inoperative provided procedures do not require its use.	
-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 -0800 and on)	D	1	0		
-20-03 ***	Selective Call (SELCAL) (System or individual channel)					
-00A	(SELCAL not required)	D	-	0	May be inoperative provided procedures do not require its use.	
-00B	(SELCAL required)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 23-3

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-20-04 ***	SMS Text Message System (Units -0800 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 -0701)	C	2	1	Right side panel may be inoperative provided aircraft is operated single-pilot.	
-02	Audio Selector / Volume Control (COM 1, COM 2, COM 3, NAV 1, NAV 2, ADF 1, ADF 2, DME, MKR Button) (Units -0001 thru -0359 G1000-equipped aircraft)	C	-	-	Individual selectors may be inoperative provided associated system is not required by 14 CFR operating rule.	
-03	Marker Beacon Mute (MKR/MUTE Button) (Units -0001 thru -0359 G1000-equipped aircraft)	C	2	0		
-04	Intercom (INTR COM Button) (Units -0001 thru -0359 G1000-equipped aircraft)	D	2	0	May be inoperative provided aircraft is operated single-pilot.	
-05	Cabin Communication (CABIN Button) (Units -0001 thru -0359 G1000-equipped aircraft)	D	2	0		
(Continued)						

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 23-4

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Audio Panel (Units -0001 thru -0701) (Cont'd)					
-06	Clearance Playback (PLAY Button) (Units -0001 thru -0359 G1000-equipped aircraft)	D	2	0		
-07	Marker Beacon High Sensitivity (HI SENS Button) (Units -0001 thru -0359 G1000-equipped aircraft)	D	2	0	May be inoperative provided approach procedures do not require its use.	
-08	Microphone Selector Annunciator (COM 1 MIC, COM 2 MIC Annunciator) (Units -0001 thru -0359 G1000-equipped aircraft)	C	4	0	May be inoperative provided crew refers to PFD frequency box for active transmit frequency (shown in green).	
-50-05	Cockpit Headset and Boom Microphone	D	-	-	Any in excess of those required by 14 CFR operating rule 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 3 flight-days.	
-01B	Boom Microphone (For an operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made in accordance with applicable 14 CFR operating rule.	
(Continued)						

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 23-5

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-05	Cockpit Headset and Boom Microphone (Cont'd)					
-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 -0800 and on)	D	-	0	May be inoperative provided non-powered headset jack is operative or headset is not used.	
-50-06	Cockpit Headset Audio System					
-00A		C	2	0	May be inoperative provided: a) Both cockpit overhead communication speakers are operative and used, b) Headset audio system is not required by 14 CFR operating rule, and c) Aircraft is not operated single-pilot.	
-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.	
-02	Remote Side Console Switch (Units -0800 and on)	C	2	0	May be inoperative provided both yoke switches are operative.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 23-6

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Static Wick				NOTE 1: May include mounting base provided no damage exists to attaching structure. NOTE 2: Stinger static wick and Wing tip assembly static wicks are not included in column 2. NO. INSTALLED.	
-01A	Aileron (Units -0001 thru -0799)	C	4	2	One per aileron may be damaged or missing provided outermost wick is installed and not damaged. NOTE: Wing tip assembly (Units -0001 thru -0799) is entire removable section outboard of fuel closure rib. These static wicks (one per wing tip assembly) must not be missing or damaged.	
-01B	Aileron (Units – 0685 and -0800 and on)	C	6	4	One per aileron may be damaged or missing provided outermost wicks are installed and not damaged.	
	Wing Tip Assembly (Units -0001 thru -0701)				Deleted Revision 4.	
-02	Elevator	C	6	2	Two per elevator may be damaged or missing provided outermost wick is installed and not damaged.	
-03	Rudder	C	2	1	One may be damaged or missing provided uppermost wick is installed and not damaged NOTE: Stinger static wick is required to be installed and not damaged.	
	Stinger				Deleted Rev. 4	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 23-7

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Cockpit Voice Recorder (CVR)					
-00A	(Holder of management specifications, air carrier, or commercial operator certificate)	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
		C	1	0	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-00B	(Operator other than a holder of management specifications, air carrier, or commercial operator certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR operating rule.	
		C	1	0	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-00C ***	(All operators)				Deleted Rev 4 (Relief moved to sub-items -00A and -00B above).	
-01 ***	Recorder Independent Power Supply (RIPS)	C	1	0		
-02	Underwater Locator Device (ULD)	D	1	0	May be inoperative or missing provided device is not required by 14 CFR operating rule.	
-03A	Datalink Recording	C	1	0	May be inoperative provided datalink recording is not required by 14 CFR operating rule.	
-03B	Datalink Recording	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	

AIRCRAFT:
 Textron Aviation Model 525

TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	AC Inverter (Units -0001 thru -0099 excluding G1000-equipped aircraft)	B	2	1	One may be inoperative provided: a) AC INV is selected to operative inverter, b) Aircraft is not operated at night, and c) Aircraft is not operated IFR.	
-22-01	AC Inverter (Units -0100 thru -0359 excluding G1000-equipped aircraft)	B	2	1	One may be inoperative provided: a) INV is selected to operative inverter, b) Aircraft is not operated at night, and c) Aircraft is not operated IFR.	
-31-02 ***	Battery Temperature Indicator	C	1	0		
-40-01	External Power System	D	1	0		
-50-01 ***	AC Cockpit Outlet					
-00A	(Outlet not required)	D	-	0	May be inoperative provided procedures do not require its use.	
-00B	(Outlet required)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-60-01 ***	DC Cockpit Outlet					
-00A	(Outlet not required)	D	-	0	May be inoperative provided procedures do not require its use.	
-00B	(Outlet required)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-60-02 ***	Ground Dispatch Power System	C	1	0		

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 25-1

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

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		
-10-03	Cockpit Sunvisor System (Including attach mechanism)	D	-	0	May be inoperative or missing provided: a) Crewmember's field of vision is not obstructed, and b) Oxygen mask quick donning ability is not affected.	
-10-05	Flightcrew Seat					
-01A	Armrest	C	4	0	May be inoperative provided affected armrest is stowed in retracted position.	
-01B	Armrest	C	4	0	(M) May be inoperative provided affected armrest is removed.	
-02 ***	Lumbar Support	D	1	0		
-03	Recline/Tilt Function	C	2	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.	
-04 ***	Restraint Buckle Protective Padding	D	2	0	May be damaged or missing.	

(Continued)

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 25-2

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-10-05	Flightcrew Seat (Cont'd)					
-06	Vertical Adjustment	C	2	0	(M) (O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits pilot normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-07	Copilot Seat Belt / Shoulder Harness	C	1	0	May be inoperative provided seat remains unoccupied.	
-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 3 calendar-days.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 25-3

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

25. Equipment/Furnishings

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 the operator's NEF deferral program. The NEF program procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtray is not considered an NEF item.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 25-4

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-20-06	Passenger Seat (Including side-facing seats, folding seats, and couches)	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 the inoperative seat(s).	
-01A	Armrest (With seat controls)	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.	
-01B	Armrest (Without seat controls)	D	-	0	(M) May be missing, or inoperative with seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any cabin occupant from access to aisle.	

(Continued)

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 25-5

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-20-06	Passenger Seat (Including side-facing seats, folding seats, and couches) (Cont'd)					
-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.	
-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	-	0		
-05 ***	Lumbar Support	D	-	0		

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 25-6

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-30-01 ***	Refreshment Center Hot Liquid Storage System Heater	C	-	0	(M) May be inoperative provided system is deactivated.	
-50-01	Baggage Restraint System	D	-	0	Individual components may be inoperative or missing provided baggage is secured by other means or not carried.	
-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.	
-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.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 25-7

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Cabin Storage Compartment					
-00A		C	-	0	(M) May be inoperative provided: a) Any emergency equipment located in affected compartment is considered inoperative, b) Affected compartment is not used for storage of any item except for those permanently affixed, c) Procedures are established and used to secure compartment closed, and d) Affected compartment is prominently placarded "DO NOT USE".	
-00B		C	-	0	(M)(O) May be inoperative provided: a) Affected door is removed, b) Affected compartment is not used for storage of any item, 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".	

(Continued)

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 25-8

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Cabin Storage Compartment (Cont'd)					
-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		
-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 operating rule may be incomplete, missing, or inoperative.	
-61-01 ***	Life Preserver (Crew and passenger)	D	-	-	Any in excess of those required by 14 CFR operating rule may be missing, or inoperative provided affected preserver is placarded "INOPERATIVE" or removed.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 25-9

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-62-01	Emergency Locator Transmitter (ELT)					
-01 ***	Survival Type ELT	D	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative or missing.	
-02	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 calendar days.	
		A	-	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 calendar days.	
		D	-	-	(M) Any in excess of those required by 14 CFR operating rule may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR operating rule may be missing	
-03 ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
-04 ***	ELT Indicator Light	D	-	0		
-05 ***	ELT Aural Alarm	D	-	0		
-64-01 ***	Life Raft	D	-	-	Any in excess of those required by 14 CFR operating rule may be missing or inoperative provided affected raft is placarded "INOPERATIVE" or removed.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 26-1

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR operating rule 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.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 27-1

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

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: <ul style="list-style-type: none"> 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) May be inoperative provided: <ul style="list-style-type: none"> a) Electric elevator trim system is deactivated, b) Manual trim is verified to operate normally, and c) Autopilot system is considered inoperative. <p>NOTE: For CAS message equipped airplanes, the ELEC PIT TRIM FAIL amber CAS message will display until item corrected.</p>	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 27-2

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-60-01 ***	Active Technology Load Alleviation System (ATLAS) (Tamarack/Cranfield STC SA03842NY)	A	1	0	(M) May be Inoperative provided: a) ATLAS is deactivated, b) Aircraft is operated at or below FL 250, c) Aircraft is operated at or below 140 KIAS, d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and e) Repairs are made within 10 flight-hours. NOTE: The ATLAS INOP button will remain illuminated and will display the airspeed limitation until corrected.	
-70-02	Control / Gust Lock System (Failed unlocked)	C	1	0	O) May be inoperative provided pilot verifies full flight control and throttle movement.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 28-1

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

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 3 flight-days. NOTE: For CAS message equipped airplanes, the FUEL LEVEL LOW L and/or R amber CAS message will display until item corrected.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 28-2

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Fuel Quantity Indicating System (Wing tank) (Units -0001 thru -0359)	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 g) Repairs are made within three flight cycles.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 28-3

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Fuel Quantity Indicating System (Wing tank) (Units -0360 thru -0701)	A	2	1	(O) One indication may be inoperative provided: <ul style="list-style-type: none"> 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. 	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 28-4

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Fuel Quantity Indicating System (Wing tank) (Units -0800 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 (Units -0600 and on)	A	2	1	One may be inoperative provided repairs are made within 10 calendar-days.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 30-1

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

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. For CAS message equipped airplanes, the TAIL DE-ICE FAIL amber CAS message will display until item corrected.	
-10-03	Wing Bleed Air Anti-Ice System (Units -0001 thru -0701)	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. For CAS message equipped airplanes, the WING A/I COLD L or R amber CAS message will display until item corrected.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 30-2

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-10-03	Wing Bleed Air Anti-Ice System (Units -0800 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. For CAS message equipped airplanes, the WING A/I COLD L or R amber CAS message will display until item corrected.	
-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, and d) Repairs are made within 3 flight-days. For CAS message equipped airplanes, the ENGINE A/I COLD L or R amber CAS message will display until item corrected.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 30-3

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-30-03	Pitot Tube Heater (Copilot) (Units -0001 thru -0359)	B	1	0	May be inoperative provided: a) Pitot heater is not required by 14 CFR operating rule, b) Aircraft is not operated at night, c) Aircraft is not operated in Instrument Meteorological Conditions (IMC), and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-30-03	Pitot Tube Heater (Pilot) (Units -0360 and on)	B	1	0	May be inoperative provided: a) Pitot heater is not required by 14 CFR operating rule, b) Aircraft is not operated at night, c) Aircraft is not operated in Instrument Meteorological Conditions (IMC), and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-30-04	Static Port Heater (Pilot) (Units -0360 and on)	B	2	1	One may be inoperative provided: a) Aircraft is not operated in Instrument Meteorological Conditions (IMC), b) Aircraft is not operated at night, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is not operated RVSM.	
					NOTE: 525 units -0800 and on, the P/S COLD L or R white CAS message will display until item corrected. This message will turn amber when the airplane is in the air and throttles are advanced to the CRU detent or higher.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 30-4

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Rain Removal System (Doors)	C	1	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of airport used for takeoff, intended landing, or any alternates required by 14 CFR operating rule.	
-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, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-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 (Evaporator fans, refreshment center, and / or toilet relief tube)	C	-	0	(M) May be inoperative provided: a) Drain heaters are deactivated, b) Flushing lavatory waste system, is considered inoperative, and c) Evaporator fans, refreshment center, and toilet relief tube overboard drains are considered inoperative.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 31-1

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

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 operating rule 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 (FDR) System					
	FDR not required	C	1	0	Any in excess of those required by 14 CFR may be inoperative.	
					NOTE: For CAS message equipped airplanes, the FDR FAIL amber CAS message will display until item corrected.	
	Sub-items 00A, 00B, 00C, 01A, 01B				Removed Rev 4.	
-02A ***	Underwater Locator Device (ULD)	D	1	0	May be inoperative or missing provided device is not required by 14 CFR operating rule.	
-02B ***	Underwater Locator Device (ULD)	A	1	0	May be inoperative or missing provided repairs are made within 3 flight-days.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 31-2

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-30-04 ***	Quick Access Recorder (QAR)	D	1	0	May be inoperative provided recorder is not required by 14 CFR operating rule.	
-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 -0701)					
-01	AC Power Fail (AC FAIL) (Units -0100 thru -0359 G1000-equipped aircraft)	D	1	0		
-02	Aft Baggage Door (BAGGAGE DOOR - AFT) (Units -0600 thru -0701)	C	1	0	May be inoperative provided aft baggage door warning system is considered inoperative.	
-03A	Cabin Door (DOOR NOT LOCKED) (Units -0001 thru -0558)	B	1	0	May be inoperative provided main cabin and aft baggage door warning systems are considered inoperative.	
-03B	Cabin Door (CABIN DOOR) (Units -0600 thru -0701)	B	1	0	May be inoperative provided main cabin door warning system is considered inoperative.	
-04	Display Fan Fail (DISPLAY FAN FAIL) (Units -0032 thru -0359 G1000-equipped aircraft)	D	1	0		
-05	Forward Baggage Door (BAGGAGE DOOR - FWD) (Units -0600 thru -0701)	B	1	0	May be inoperative provided nose baggage door warning system is considered inoperative.	
(Continued)						

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 31-3

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciator (Failed to illuminate) (Units -0001 thru -0701) (Cont'd)					
-06A	Inverter Fail Caution (Amber INVERTER FAIL – 1 / 2) (Units -0100 thru -0359 G1000-equipped aircraft)	D	3	0		
-06B	Inverter Fail Warning (Red INVERTER FAIL) (Units -0001 thru -0099 G1000-equipped aircraft)	D	1	0		
-07	Nose Avionics Fan Fail (NOSE AVN FAN FAIL) (Units -0032 thru -0359 G1000-equipped aircraft)	D	1	0		
-08	Nose Compartment Overtemp (NOSE COMP O'TEMP) (Units -0001 thru -0031 G1000-equipped aircraft)	D	1	0		
-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.	
-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.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 31-4

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-60-01 ***	Active Technology Load Alleviation System (ATLAS) INOP Button (Tamarack/Cranfield STC SA03842NY)	A	1	0	(M) May be Inoperative provided: a) ATLAS is deactivated, b) Aircraft is operated at or below FL 250, c) Aircraft is operated at or below 140 KIAS, d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and e) Repairs are made within 10 flight-hours.	

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Anti-Skid System (Units -0001 thru -0558)	C	1	0	May be inoperative provided: a) Aircraft is operated in accordance with AFM DISPATCH WITH ANTISKID SYSTEM INOPERATIVE abnormal procedure, and b) Steep approaches are not conducted. NOTE: If thrust attenuators are also failed, takeoff and landing factors must be multiplied together.	
-41-01	Anti-Skid System (Units -0600 and on)	C	1	0	May be inoperative provided: a) Aircraft is operated in accordance with AFM ANTISKID SYSTEM INOPERATIVE DISPATCH abnormal procedure, and b) Steep approaches are not conducted.	
-44-01 ***	Tire Pressure Monitoring System (STC SA02272SE)	D	1	0	NOTE: Any individual wheel sensors which are operative may be used.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 33-1

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

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: <ul style="list-style-type: none"> 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 flightcrew. 	
-10-04	Standby ALT/AS Placard Lighting (Units -0001 thru -0359 G1000-equipped aircraft)	C	1	0	May be inoperative provided aircraft is not operated at night.	
-10-05	Windshield Ice Detection Light					
-00A	(Single light failed)	C	2	1	(O) One may be inoperative provided alternate procedures are established and used to monitor ice accretion.	
(Continued)						

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 33-2

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-10-05	Windshield Ice Detection Light (Cont'd)					
-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.	
-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.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 33-3

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-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)	C	1	0	May be inoperative provided: a) Position / navigation light system is operative, b) Ground recognition light (Flashing/Rotating Red Beacon) is operative, and c) Not required by 14 CFR.	
-00A,-00B					Relief combined in ATA 33-40-01 Rev 4	
-40-02	Ground Recognition Light (Flashing/Rotating Red Beacon)	C	1	0	May be inoperative provided wing strobe lights are operative.	
-40-03	Landing Light					
-00A		C	2	1	One may be inoperative.	
-00B		C	2	0	May be inoperative provided aircraft is not operated at night.	
-00C ***	Individual LED Elements	C	14	7	Any combination of seven LEDs between the two landing light assemblies, that provide a total of seven operative LED elements may be inoperative.	
-01	Recognition / Taxi Mode	C	1	0	May be inoperative provided at least one landing light is operative for night operations.	
-02 ***	Pulse Light Mode	D	1	0	May be inoperative provided at least one landing light is operative for night operations.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 33-4

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-40-05	Position / Navigation Light System	C	1	0	May be inoperative provided aircraft is not operated sunset to sunrise.	
-40-10	Wing Inspection Light	C	1	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.	
-50-01	Cockpit Flashlight	C	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative or missing.	
-01 ***	Holder	C	-	0	May be inoperative provided associated flashlight is stowed by alternate means.	
-50-04	Exterior Emergency Light	B	2	0	May be inoperative provided aircraft is not operated at night.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 34-1

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-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 3 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 Indicator (Units -0001 thru -0701)	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. NOTE: For CAS message equipped airplanes, the AOA HTR or HEATER FAIL amber CAS message will display until item corrected.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 34-2

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-23-01	Non-stabilized Magnetic Compass (Units -0360 and on)					
-00A	(Day, VMC)	B	1	0	May be inoperative provided: a) Any combination of two gyro or AHRS-stabilized compass systems are operative, and b) Aircraft is not operated at night or in Instrument Meteorological Conditions (IMC).	
-00B		B	1	0		May be inoperative provided: a) Any combination of two gyro or AHRS-stabilized compass systems are operative, b) Aircraft is operated with dual independent navigation capability, and c) Aircraft is operated under positive radar control by ATC on enroute portion of flight.
-01	Internal Lighting	C	1	0	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read compass.	
-24-01	Mechanical Slip/Skid Indicator (Units -0001 thru -0359 excluding G1000-equipped aircraft)	B	2	1	Pilot side must be operative for single-pilot operations.	
-24-01	Mechanical Slip/Skid Indicator (Copilot's) (Units -0360 thru -0558 single PFD-equipped aircraft)	B	1	0		
-01	Internal Lighting	C	1	0	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read indicator.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 34-3

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-25-01 ***	Cursor Control Panel (Units -0360 thru -0701)	C	1	0	May be inoperate provided EFB is considered inoperative.	
-01	Memory Buttons (MEM1, MEM2, MEM3)	D	3	0		
-02	CHART Button	C	1	0	NOTE: Electronic charts will not be available, alternate charts must be carried.	
-03	Rotate Button	C	1	0	NOTE: Some electronic charts may not be legible, alternate charts must be carried.	
-04	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.	
-05	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.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 34-4

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-25-05	Display Controller (GCU 275) (Units -0800 and on)	B	2	1	(M) Copilot's controller may be failed provided: a) Controller is deactivated, b) Both touchscreen controllers are operative, and c) Barometer synchronization is verified engaged.	
-01	Barometer Standard (PUSH STD)	C	2	0		
-02	Range / Pan Control (Knob)	C	2	0	May be inoperative provided touchscreen controller for associated display is operative.	
-03	Clear (CLR)	C	2	0		
-04	Enter (ENT)	C	2	0		
-05	Cursor / Select (PFD / PUSH CRSR)	C	6	0		
-06	Direct To (D>)	C	2	0	NOTE: Function may be selected on touchscreen controller.	
-07	Flight Plan (FPL)	C	2	0	NOTE: Function may be selected on touchscreen controller.	
-08	Radio Control (COM/NAV)	C	2	0	NOTE: Function may be selected on touchscreen controller.	
-09	Procedure (PROC)	C	2	0	NOTE: Function may be selected on touchscreen controller.	
-10	Barometer Setting (BARO)	B	2	1	Copilot's setting may be inoperative provided barometer synchronization is enabled.	

DATE: 01/16/2020

AIRCRAFT:
 Textron Aviation Model 525

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-25-07	Touchscreen Controller (Right GTC) (Units -0800 and on)	B	1	0	(M) May be inoperative provided controller is deactivated. NOTE: Any functions or controls that operate normally may be used.	
-25-08	MFD Control Unit (GCU 475) (Units -0001 thru -0359 G1000-equipped aircraft)	B	1	0	(O) May be inoperative provided: a) Weather radar is considered inoperative, b) Datalink is considered inoperative, c) Electronic chart is considered inoperative, d) Procedures do not require use of MFD, e) Aircraft is operated in Visual Meteorological Conditions (VMC), f) Aircraft is not operated at night, g) PFD inset maps are used, and h) Alternate procedures are established and used.	
-25-10 ***	Synthetic Vision (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on)	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Synthetic vision is selected OFF.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 34-6

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

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, and c) System is not required by 14 CFR operating rule.	
-32-01	Glideslope System	C	-	-	May be inoperative provided system is not required by 14 CFR operating rule.	
-34-01	Marker Beacon Receiver System	C	-	0	May be inoperative provided system is not required by 14 CFR operating rule.	
-36-01 ***	Reactive Windshear System (Includes TAWS windshear mode)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE 1: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures. NOTE 2: For CAS message equipped airplanes, the WINDSHEAR FAIL amber CAS message will display until item corrected.	
-42-01	Weather Radar System	C	1	0	May be inoperative provided system is not required by 14 CFR operating rule. NOTE: For CAS message equipped airplanes, the RADAR FAIL amber CAS message will display until item corrected.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 34-7

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-01 ***	Radio Altimeter System (Units -0001 thru -0359)					
-44-01	Radio Altimeter System (Units -0360 and on)					
-00A	(TAWS and TCAS II not required) (Units -0001 -0701)	C	1	0	(M) May be inoperative provided: a) Radio altimeter system is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative, and d) TCAS II is considered inoperative.	
-00A	(TAWS and TCAS II not required) (Units -0800 and on)	C	1	0	(M) May be inoperative provided: a) Radio altimeter system is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative, and d) TCAS II is considered inoperative.	
NOTE: Landing Operations Phase Inhibit (LOPI) operation will be affected. LOPI may not activate during approach or go-around.						
(Continued)						

AIRCRAFT:
 Textron Aviation Model 525

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-01	Radio Altimeter System (Units -0360 and on) (Cont'd)					
-00B	(TAWS or TCAS II required) (Units -0001 -0701)	A	1	0	(M) May be inoperative provided: a) Radio altimeter system is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative, d) TCAS II is considered inoperative, and e) Repairs are made within 2 flight-days.	
-00B	(TAWS or TCAS II required) (Units -0800 and on)	A	1	0	(M) May be inoperative provided: a) Radio altimeter system is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative, d) TCAS II is considered inoperative, and e) Repairs are made within 2 flight-days.	
					NOTE: Landing Operations Phase Inhibit (LOPI) operation will be affected. LOPI may not activate during approach or go-around.	
-44-02 ***	Surface Awareness System (Runway Awareness and Advisory System RAAS) (Units -0001 thru -0701)	C	1	0		

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 34-9

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-02 ***	Surface Awareness System (SurfaceWatch) (Units -0800 and on)	C	1	0		
-44-03 ***	Terrain Awareness and Warning System (TAWS) (Class A or B TAWS not required)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE 1: Any mode that operates normally may be used. NOTE 2: For CAS message equipped airplanes, the TERRAIN FAIL amber CAS message will display until item corrected.	
-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, and b) Repairs are made within 2 flight-days. NOTE: For CAS message equipped airplanes, the TERRAIN FAIL amber CAS message will display until item corrected.	
-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 2 flight-days.	
(Continued)						

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 34-10

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (Cont'd)					
-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.	
-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	1	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		

REVISION NO. 4
DATE: 01/16/2020

PAGE NO. 34-11

<p>AIRCRAFT: Textron Aviation Model 525</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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)				NOTE: For CAS message equipped airplanes, the TCAS FAIL amber CAS message will display until item corrected.	
-00A	(TCAS not required)	C	1	0	(M) May be inoperative provided: a) System is deactivated, b) System is not required by 14 CFR operating rule, 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 its use.	
-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 Alert (TA) visual display and audio function are operative, b) TA-only mode is selected by flightcrew, and c) Enroute or approach procedures do not require its use.	
(Continued)						

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 34-12

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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) (Cont'd)					
-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.	
-03B ***	Combined Traffic Advisory (TA) and Resolution Advisory (RA) Display (EVSI or equivalent) (TCAS II only) (Units -0001 thru -0359 excluding G1000-equipped aircraft)	C	2	1	One may be inoperative provided: a) Combined display is 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 operating rule.	
-50-01	Radio Magnetic Indicator (RMI) (Units -0001 thru -0359 excluding G1000-equipped aircraft)	C	-	0	May be inoperative provided procedures do not require its use.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 34-13

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-52-01	ATC Transponder and Automatic Altitude Reporting System Including STCs: ACSS SA02677LA					
-00A	(Individual transponder failed)	D	-	1	May be inoperative provided system is not required by 14 CFR operating rule.	
-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 is considered inoperative, and d) Aircraft is not operated RVSM. NOTE: For CAS message equipped airplanes, the TRANSPONDER FAIL 1 and 2 amber CAS message will display until item corrected.	
-01 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not required by 14 CFR operating rule)	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 -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on)				Moved to ATA 34-52-02 Rev 4.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 34-14

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-52-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System Including STCs: ACSS ST02632LA, Peregrine SA00765DE, CMD SA04051CH, BHE SA11222DS, FTI SA04058NY	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR operating rule. NOTE 1: Any ADS-B function that operates normally may be used. NOTE 2: For CAS message equipped airplanes, the ADS-B FAIL white CAS message will display.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR operating rule. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR operating rule. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR operating rule. NOTE: Any ADS-B function that operates normally may be used.	

(Continued)

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 34-16

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-52-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System Including STCs: ACSS ST02632LA, Peregrine SA00765DE, CMD SA04051CH, BHE SA11222DS, FTI SA04058NY (Cont'd)					
***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	
-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 operating rule.	
-55-01 ***	Automatic Direction Finder (ADF)	D	-	0	May be inoperative provided operations do not require its use.	

REVISION NO. 4
DATE: 01/16/2020

PAGE NO. 34-17

<p>AIRCRAFT: Textron Aviation Model 525</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	C	-	0	May be inoperative provided system is not required by 14 CFR operating rule. NOTE 1: Enhanced function of TAWS may not be available. NOTE 2: ADS-B output may not be available.	
-60-01	Data Loader (SD card slot) (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on)	C	-	-	NOTE: Certain card slots are used for real-time data access. If inoperative, associated features are considered inoperative.	
-60-01	Data Loader (Units -0001 thru -0359 excluding G1000-equipped aircraft and Units -0360 thru -0701)	C	-	0		
-60-02	Flight Management System (FMS) (Excluding the #1 FMS)	C	-		Any in excess of those required by 14 CFR operating rule may be inoperative. 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 not be loaded.	
-60-03 ***	Information Management Server (IMS-3500) (Units -0600 thru -0701)	D	1	0	May be inoperative provided navigation database, electronic charts, and performance database are loaded by alternate means.	
-61-00 ***	Surface Watch database	D	-	0	NOTE: The SURFACEWATCH FAIL white CAS message will display.	
-61-01	Navigation Database				DELETED REV 4	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 35-1

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Oxygen System					
-01	Fill Port	C	1	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.	
-02	Blowout Disk / Green Label	C	1	0	(O) May be missing or damaged provided oxygen pressure is verified prior to each flight.	
-10-01	Flightcrew Oxygen System (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) Portable oxygen system is available, c) Aircraft is able to descend within four minutes to a cabin pressure altitude of 13,000 ft at all points along route to be flown, and d) Aircraft is operated at FL 250 or below.	
-00B	(Without cabin occupants)	C	1	0	May be inoperative provided: a) OXYGEN CONTROL is selected to CREW ONLY, and b) No cabin occupants are carried.	
-00C	(Cabin unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
(Continued)						

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 35-2

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Passenger Oxygen System (Cont'd)					
-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".	
-30-02 ***	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative or missing provided location placarding is removed or obscured. NOTE: Inoperative PBE units are subject to 49 CFR dangerous goods regulations.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 38-1

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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)					
-01	Evaporator Fan (Forward or aft)	C	2	0	May be damaged or obstructed provided affected evaporator fan is considered inoperative.	
-02	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.	
-03	Relief Tube (Toilet)	C	1	0	May be damaged or obstructed provided toilet relief tube is considered inoperative.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 45-1

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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	NOTE: For CAS message equipped airplanes, the DIAGNOSTICS REC FAIL white CAS message will display until item corrected.	

AIRCRAFT:
 Textron Aviation Model 525

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Electronic Flight Bag (EFB) System					
-00A	EFB (Includes IFIS)	D	-	0	May be inoperative provided procedures do not require its use.	
-00B	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	D	-	0	May be inoperative provided procedures do not require its use.	
-01B	Data Connectivity	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-02A	Power Connection	D	-	0	May be inoperative provided procedures do not require its use.	
-02B	Power Connection	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-03A	Mounting Device	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	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.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 52-1

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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		
-02	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. NOTE: For CAS message equipped airplanes, the CABIN DOOR SEAL amber CAS message will display until item corrected.	
-03A	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 FL 250 or below.	
-03B	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.	
-04	Gust Lock	B	1	0	(O) May be inoperative provided a procedure is established and used to prevent unrestricted movement of cabin door.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 52-2

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Aft Baggage Door 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.	
-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.	

REVISION NO. 4
 DATE: 01/16/2020

PAGE NO. 52-3

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-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. NOTE: For CAS message equipped airplanes, the AFT DOOR OPEN amber CAS message will display until item corrected.	
-02	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. NOTE: For CAS message equipped airplanes, the NOSE DOOR OPEN L and/or R amber CAS message will display until item corrected.	
-03	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 FL 250 or below. NOTE: For CAS message equipped airplanes, the CABIN DOOR OPEN amber CAS message will display until item corrected.	

REVISION NO. 3a

PAGE NO. 73-1

DATE: 04/07/2014

AIRCRAFT:
 Textron Aviation Model 525

TABLE KEY

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

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 3 flight days.	

REVISION NO. 3
 DATE: 12/19/2013

PAGE NO. 76-1

AIRCRAFT: Textron Aviation Model 525	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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		

REVISION NO. 3b

PAGE NO. 78-1

DATE: 01/26/2015

AIRCRAFT:
 Textron Aviation Model 525

TABLE KEY

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Thrust Attenuator (Units -0001 thru -0558)	C	2	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Both attenuators are deactivated in stowed position, b) Aircraft is operated in accordance with AFM DISPATCH WITH ATTENUATOR STOWED abnormal procedure, and c) Steep approaches are not conducted. <p>NOTE: If anti-skid system is also failed, takeoff and landing factors must be multiplied together.</p>	

SECTION TWO

CAS MESSAGE ORIENTED MMEL RELIEF

(Units -0800 and on)

This section has been deleted in Revision 4. All CAS messages except those listed below have been relocated as NOTES in the associated system relief.

Deleted CAS message relief in Revision 4:

GMA FAIL 2

GSD FAIL 1

GSD FAIL 2