OPERATIONAL EVALUATION REPORT

TEXTRON AVIATION, INC

CE-525, 525A, 525B, 525C

REVISION 1 – OCTOBER 30, 2024

Revision Control

REVISION	DATE	HIGHLIGHTS OF CHANGE
Original	MARCH 12, 2015	Original report.
Revision 1	October 30, 2024	Addition of the Garmin G600 TXi Integrated Avionics System STC SA02571SE for the CE-525A(CJ2) Appendix 4 (new)

Approval

Mario Igawa

Manager, Aeronautical Product Design Certification Branch
Department of Airworthiness

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1 General

1.1 Acronyms

AFM..... Airplane Flight Manual
ANAC ..... Agência Nacional de Aviação Civil
AOM..... Airplane Operations Manual
EFB ..... Electronic Flight Bag
EICAS ..... Engine Indication and Crew Alert System
FAA ..... Federal Aviation Administration
FFS ..... Full Flight Simulator
FMS..... Flight Management System
FSB ..... Flight Standardization Board
FSTD..... Flight Simulator Training Device
FTD ..... Flight Training Device
GAA..... Grupo de Avaliação de Aeronaves (Brazilian Aircraft Evaluation Group)
HPA..... High Performance Aircraft
IAC ..... Instrução de Aviação Civil
IFR ..... Instrument Flight Rules
IMC..... Instrument Meteorological Conditions
IS..... Instrução Suplementar
MDR ..... Master Difference Requirements
MEL..... Minimum Equipment List
MFD ..... Main Flight Display
MEL..... Minimum Equipment List
MMEL..... Master Minimum Equipment List
PFD..... Primary Flight Display
POI..... Principal Operations Inspector
ODR ..... Operational Difference Requirements
RBAC ..... Regulamento Brasileiro de Aviação Civil
RBHA ..... Regulamento Brasileiro de Homologação Aeronáutica
TASE..... Training Area of Special Emphasis
TCDS ..... Type Certificate Data Sheet
VMC ..... Visual Meteorological Conditions
V1..... Takeoff Decision Speed
VR ..... Takeoff Rotation Speed
V2..... Takeoff Safety Speed
VREF..... The airspeed equal to the landing 50-foot point speed (1.3 VSO) with the

landing flap position and landing gear extended.

2 Introduction

2.1 Background

This evaluation was conducted by documentation analysis using the information provided by the manufacturer and the determinations of the Flight Standardization Board (FSB) Report Revision 6, issued by the Federal Aviation Administration (FAA) on December 1st, 2014. Besides, the evaluation of the initial type rating training of model 525C (CJ4) conducted at FlightSafety International (Cessna Learning Center) in Wichita, KS – USA on 2011 was used as reference.

In case more detailed information is required, refer to the FSB Report mentioned above.

2.2 Objective

This report presents ANAC collection of results obtained from the operational evaluations of Cessna Aircraft Company aircraft models CE-525, 525A, 525B and 525C commercially known as following:

Model	Serial Number	Name
CE-525	525-0001 to 0359	CJ
	525-0360 to 0599	CJ1
	525-0600 to 0684, 0686 to 0701	CJ1+
	525-0685, 0800 and On	M2
CE-525A	525A-0001 to 0299	CJ2
	525A-0300 and On	CJ2+
CE-525B	525B-0001 to 0056, 0058 to 0450	CJ3
	525B-0057, 0451 and On	CJ3+
CE-525C	525C-0001 and On	CJ4

2.3 Purpose

The purpose of this report is to:

a. Define the pilot type rating assigned for the CE-525, 525A, 525B and 525C aircraft;

b. Define the requirements for training, checking and currency applicable to flight crew for the CE-525, 525A, 525B and 525C, and functionalities;

c. Provide the Master Differences Requirements (MDR) for crews requiring differences qualification for mixed-fleet-flying;

d. Provide acceptable Operator Differences Requirements (ODR);

e. Describe the required Flight Simulation Training Device (FSTD) for crew training and checking.

2.4 Applicability

This report is applicable to:

a. Brazilian operators of the aircraft identified as CE-525, 525A, 525B and 525C in the ANAC TCDS EA-9304 who operate under RBAC 91 and RBAC 135 rules;

b. Approved Training Organizations certified under RBAC 142 (Type Rating Training Organizations - TRTO);

c. Civil Aviation Inspectors (INSPAC) related to safety oversight of CE-525, 525A, 525B and 525C aircraft;

d. ANAC Principal Operations Inspectors (POIs) of CE-525, 525A, 525B and 525C operators.

2.5 Cancellation

This report cancels and replaces ANAC letter 016/2014/GAA/GCOI/SPO, dated 28 May 2014.

3 Pilot Type Rating

There are two pilot type ratings assigned to the CE-525, 525A, 525B and 525C aircraft, depending on the kind of operation:

- **C525**, for single pilot operations; and
- **C525/D**, for dual pilot operations.

Airmen who wish to pursue any specific type rating must comply with the requirements established on subparagraph 61.213(a)(1) of RBAC 61.

The GAA recommends the update of ANAC type rating list (Instrução Suplementar – IS 61-004) with the following information:

Table 1 - Pilot Type Rating

Fabricante *(Manufacturer)*	**Aeronave** *(Aircraft)*		**Observações** *(Remarks)*	**Designativo** *(Designative)*
	Modelo *(Model)*	**Nome** *(Name)*		
TEXTRON AVIATION INC.	525	CJ, CJ1, CJ1+, M2	Relatório de Avaliação Operacional CE-525, 525A, 525B, 525C *ANAC Operational Evaluation Report CE-525, 525A, 525B, 525C*	C525, C525/D
	525A	CJ2, CJ2+		
	525B	CJ3, CJ3+		
	525C	CJ4		

4 Master Difference Requirements (MDR)

The Master Difference Requirements (MDR) matrix for CE-525, 525A, 525B and 525C is shown in Appendix 1. These provisions are applied when there are differences between models which affect crew knowledge, skills, or abilities related to flight safety (e.g., Level A or greater differences) for training, checking and currency, respectively, according to IAC 121-1009.

A footnote can indicate requirements that are less restrictive than the basic designation, or more restrictive than the basic designation, depending on the significance of the differences between related aircraft.

5 Operator Difference Requirements (ODR)

Each operator of a mixed fleet of CE-525, 525A, 525B and 525C shall produce its own ODR, as required by IS 00-007A.

For operators flying the CE-525, 525A, 525B and 525C aircraft, the ODR tables in Appendix 2 have been found acceptable and may be approved by POI for an operator with the specific aircraft equipage.

6 Specifications for Training, Checking and Currency

Specifications for training, checking and currency are detailed on FSB Report mentioned above.

6.1 Airmen Minimum Experience for Initial Flight Training

There is no minimum experience requirement for airmen who wish to pursue the initial flight training. However, specifications for training detailed in the FSB Report apply to programs for airmen who have experience in multi-engine transport turbojet aircraft including glass cockpit and FMS experience. For airmen not having this experience, additional requirements may be appropriate as determined by ANAC Flight Standards Superintendent.

6.2 Airmen Minimum Qualification for Differences Training

The candidate pilot for a differences training between the airplanes must hold a valid “C525” or “C525/D” type rating and be qualified on the base aircraft.

6.3 Training Area of Special Emphasis (TASE)

The following areas of emphasis should be addressed during ground and flight training:

6.3.1 Ground training

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

q. Oxygen System
r. Pressurization System
s. Preflight Procedures
t. PFD and MFD Displays & Controls and Avionics Systems
u. Flight Management System (FMS)
v. Systems Integration Training
w. MMEL Procedures
x. Introduction to Performance
y. Weight & Balance Procedures
z. Aircraft Performance Procedures and Limitations
aa. Automatic Flight Control System
bb. High Altitude Operations
cc. Electronic Flight Bag (EFB)

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

6.3.2 Flight training

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

7 Compliance to RBHA 91 and RBAC 135

A compliance checklist to RBHA 91 and RBAC 135 of model CE-525B (CJ3+) was provided by Cessna through the report AW-525B-021 Rev – (original). This document was not evaluated by the GAA.

The compliance checklist is presented in Appendix 3. It does not constitute an approval and the compliance with the Brazilian operational regulations must be evaluated during the initial inspections preceding the aircraft registration with Brazilian marks. The compliance checklist can be used by operators and POIs as a reference only. Compliance of CE-525 series aircraft to RBHA 91 and RBAC 135 shall be demonstrated by operators to POIs.

8 Specifications for Devices and Simulators

The devices used for pilot training must replicate the aircraft in function and fidelity to the degree determined by the level of device.

Devices used towards credit for flight training, checking and currency must be qualified according to the technical requirements established by the ANAC FSTD qualification team and approved for training by ANAC operations certification office.

9 Technical Publications

9.1 Master Minimum Equipment List - MMEL

The Master Minimum Equipment Lists – MMELs approved by the FAA for CE-525, 525A, 525B and 525C aircraft shall be used by Brazilian operators as a basis for developing their Minimum Equipment Lists – MEL. These documents are available at the FAA website, through the link http://fsims.faa.gov/PublicationForm.aspx.

9.2 Airplane Flight Manual - AFM

The CE-525, 525A, 525B and 525C Airplane Flight Manuals – AFMs approved by ANAC (GGCP/SAR) shall be used by Brazilian operators as a basis for developing their Operator Airplane Operation Manual (AOM).

APPENDIX 1 –
Master Difference Requirements (MDR)

MDR Table 1/2

Use this table with MDR Table 2/2 for Differences Training CE-525 Aircraft

		From Airplane						
		CE-525 (CJ)	**CE-525 (CJ1)**	**CE-525A (CJ2)**	**CE-525B (CJ3)**	**CE-525 (CJ1+)**	**CE-525A (CJ2+)**	**CE-525C (CJ4)**
To Airplane	**CE-525 (CJ)**	A/A/B*	D/D/B	D/D/B	D/D/B	D/D/B	D/D/B	D/D/D
	CE-525 (CJ1)	D/D/B	A/A/B*	D/D/B	D/D/B	C/C/B	D/D/B	D/D/C
	CE-525A (CJ2)	D/D/B	D/D/B	A/A/B*	C/C/C	D/D/B	C/C/B	D/D/C
	CE-525B (CJ3)	D/D/B	D/D/B	C/C/B	A/A/B*	D/D/B	C/C/B	D/D/C
	CE-525 (CJ1+)	D/D/B	C/C/B	D/D/B	D/D/B	A/A/B*	D/D/B	D/D/C
	CE-525A (CJ2+)	D/D/B	D/D/B	C/C/B	C/C/B	D/D/B	A/A/B*	D/D/C
	CE-525C (CJ4)	D/D/D	D/D/C	D/D/C	D/D/C	D/D/C	D/D/C	A/A/B*

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

MDR Table 2/2

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

		From Airplane					
		CE-525 (CJ1+)	**CE-525A (CJ2+)**	**CE-525B (CJ3)**	**CE-525C (CJ4)**	**CE-525 (M2)**	**CE-525B (CJ3+)**
To Airplane	**CE-525 (CJ1+)**	A/A/B*	D/D/B	D/D/B	D/D/C	Not Evaluated	D/D/C
	CE-525A (CJ2+)	D/D/B	A/A/B*	C/C/B	D/D/C	Not Evaluated	C/C/C
	CE-525B (CJ3)	D/D/B	C/C/B	A/A/B*	D/D/C	Not Evaluated	C/C/C
	CE-525C (CJ4)	D/D/C	D/D/C	D/D/C	A/A/B*	Not Evaluated	D/D/C
	CE-525 (M2)	D/D/C	D/D/C	D/D/C	D/D/C	A/A/B*	D/D/C
	CE-525A (CJ3+)	D/D/C	C/C/C	C/C/C	D/D/C	D/D/C	A/A/B*

Notes:

(1) A/A/B/* accounts for optional equipment installed.

(2) Differences Training between M2 and CJ3+ are D/D/C for rudder bias/performance.

APPENDIX 2 –
Acceptable Operator Difference Requirements (ODR) Tables

Definitions used in the ODR Tables:
X = Training appropriate for the level
FTD 2-5 = Flight training devices (level 2-5)
FTD 6 = Flight training devices (level 6)

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525B (CJ3)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Weights	Maximum Takeoff Gross Weight increased to 16950 lbs.	None	None	X				A	B
Dimensions	Cabin Stretch in front of and behind the wing. New wing plan form Increased vertical and horizontal tail. Re-lofted crown and windshield Wider cabin door with new actuation	None	None		X			None	None
Engines	Williams FJ44-4A turbofans with 3621 pounds thrust per side	None	None		X			A	B
Speed	Increased Vmo/Mmo	None	No	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525B (CJ3)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – No ground flaps.	None	Yes				FTD 6	D/ FTD 6	C
Descent/ Emergency Descent	Modulated speed brake lever – No longer only two position speed brakes.	Yes	Yes				FTD 6	D/ FTD 6	C

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525B (CJ3)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls. Pressurization controller now integrated into MFD – landing elevation and cabin altitude display. Cabin door seal no longer inflatable. Manual pressurization system removed.	None	Yes			FTD 2-5		C	B
ATA 22 Auto Flight	Location of controls and pilot interface	None	Yes			FTD 2-5		C	B
ATA 23 Communications	Radio tuning through CDUs.	None	Yes			FTD 2-5		C	B
ATA 24 Electrical Power	Ammeters now integrated into MFD – Systems Display with new limits. (4) Power states; normal, converted bus, emergency bus and standby battery.	None	Yes			FTD 2-5		C	B
ATA 26 Fire Detection	Zonal bleed leak detection system. Single fire bottle for fire suppression	None	Yes			FTD 2-5		C	B

ATA 27 Flight Controls	Modulated speed brake/ground spoiler lever to select ground spoilers. Speed brakes are now modulated and not two position only. Variable rate primary trim system. New electric secondary trim. Aileron and rudder trim now electric. Flap and trim synoptic on MFD.	Yes	Yes				FTD 6	D/ FTD 6	C
ATA 28 Fuel System	Increased fuel capacity. Single point refueling.	None	Yes	X				A	B
ATA-29 Hydraulic Power	Full time 3000 psi system replaces 1500 psi open center system. Pressure indication added to Systems overlay page.	None	Yes			FTD 2-5		C	B
ATA 30 Ice Protection	Electrically heated windshield, no windshield bleed air, or alcohol backup. New switchology for pitot-static heat and tail deice. No pylon anti ice. New anti-ice system check.	None	Yes			FTD 2-5		C	B
ATA 31 Indicating and Recording Systems	EICAS system instead of annunciator panel.	None	Yes			FTD 2-5		C	B
ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel.	None	Yes			FTD 2-5		C	B

ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights.	None	Yes	X		FTD 2-5		C	B
ATA 34 Navigation	No magnetic compass. TAWS controls integrated into PFDs, no longer separate switches. Navigation tuning through CDUs, no longer RTUs. Second MFD added. Single, centrally located Flight Guidance Panel.	None	Yes				FTD 6	D	B
ATA 35 Oxygen	Oxygen shutoff control added.	None	Yes		X			B	B
ATA 73 Engines	841 lb. increase in thrust. RUN/STOP switches instead of throttle cutoff triggers. Increased Thrust to Weight Ratio,	Yes	Yes			FTD 2-5		C	B
ATA 76	Automatic Engine Sync	None	Yes			FTD 2-5		C	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525A (CJ2+) APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Weights	Maximum Takeoff Gross Weight increased to 16950 lbs.	None	None	X				A	B
Dimensions	Cabin Stretch in front of and behind the wing. New wing plan form Increased vertical and horizontal tail. Re-lofted crown and windshield Wider cabin door with new actuation	None	None		X			None	None
Engines	Williams FJ44-4A turbofans with 3621 pounds thrust per side	None	None		X			A	B
Speed	Increased Vmo/Mmo	None	No	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) BASE AIRCRAFT: CE-525A (CJ2+) APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – No ground flaps.	None	Yes				FTD 6	D/ FTD 6	C
Descent/ Emergency Descent	Modulated speed brake lever – No longer only two position speed brakes.	Yes	Yes				FTD 6	D/ FTD 6	C

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525A (CJ2+)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls. Pressurization controller now integrated into MFD – landing elevation and cabin altitude display. Cabin door seal no longer inflatable. Manual pressurization system removed.	None	Yes			FTD 2-5		C	B
ATA 22 Auto Flight	Location of controls and pilot interface	None	Yes			FTD 2-5		C	B
ATA 23 Communications	No Collins Radio Tuning Units (RTU), tuning through CDUs.	None	Yes			FTD 2-5		C	B
ATA 24 Electrical Power	Ammeters now integrated into MFD – Systems Display with new limits. (4) Power states; normal, converted bus, emergency bus and standby battery.	None	Yes			FTD 2-5		C	B
ATA 26 Fire Detection	Zonal bleed leak detection system. Single fire bottle for fire suppression. Added baggage smoke detection system	None	Yes			FTD 2-5		C	B
ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers. Speed brakes are now modulated and not two position only. Variable rate primary trim system. New electric secondary trim. Aileron and rudder trim now electric. Flap and trim synoptic on MFD.	Yes	Yes				FTD 6	D/ FTD 6	C
ATA 28 Fuel System	Increased fuel capacity. Single point refueling.	None	Yes	X				A	B
ATA-29	Full time 3000 psi system replaces 1500 psi open center system.	None	Yes			FTD 2-5		C	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525A (CJ2+)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Hydraulic Power	Pressure indication added to Systems overlay page.								
ATA 30 Ice Protection	Windshield now multi-panel electrically heated, no longer bleed air, no alcohol, no separate defog. New switchology for pitot-static heat and tail deice. No pylon anti ice. New anti-ice system check.	None	Yes			FTD 2-5		C	B
ATA 31 Indicating and Recording Systems	EICAS system instead of annunciator panel.	None	Yes			FTD 2-5		C	B
ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel.	None	Yes			FTD 2-5		C	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525A (CJ2+)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights.	None	Yes	X		FTD 2-5		C	B
ATA 34 Navigation	No magnetic compass. TAWS controls integrated into PFDs, no longer separate switches. Navigation tuning through CDUs, no longer RTUs. Second MFD added. Single, centrally located Flight Guidance Panel.	None	Yes				FTD 6	D	B
ATA 35 Oxygen	Oxygen shutoff control added.	None	Yes		X			B	B
ATA 73 Engines	1131 lb. increase in thrust. RUN/STOP switches instead of throttle cutoff triggers. Increased Thrust to Weight Ratio,	Yes	Yes				FTD 6	D/ FTD 6	B
ATA 76	Automatic Engine Sync	None	Yes			FTD 2-5		C	A

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ1+)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Weights	Maximum Takeoff Gross Weight increased to 16950 lbs.	None	None	X				A	B
Dimensions	Cabin Stretch in front of and behind the wing. New wing plan form Increased vertical and horizontal tail. Re-lofted crown and windshield Wider cabin door with new actuation	None	None		X			None	None
Engines	Williams FJ44-4A turbofans with 3621 pounds thrust per side	None	None		X			A	B
Speed	Increased Vmo/Mmo	None	No	X				A	B
Altitude	Increased maximum altitude	None	No	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ1+)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – No ground flaps.	None	Yes				FTD 6	D/ FTD 6	C
Descent/ Emergency Descent	Modulated speed brake lever – No longer only two position speed brakes.	Yes	Yes				FTD 6	D/ FTD 6	C

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ1+)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls. Pressurization controller now integrated into MFD – landing elevation and cabin altitude display. Cabin door seal no longer inflatable. Manual pressurization system removed.	None	Yes			FTD 2-5		C	B
ATA 22 Auto Flight	Location of controls and pilot interface	None	Yes			FTD 2-5		C	B
ATA 23 Communications	No Collins Radio Tuning Units (RTU), tuning through CDUs.	None	Yes			FTD 2-5		C	B
ATA 24 Electrical Power	Ammeters now integrated into MFD – Systems Display with new limits. (4) Power states; normal, converted bus, emergency bus and standby battery.	None	Yes			FTD 2-5		C	B
ATA 26 Fire Detection	Zonal bleed leak detection system. Single fire bottle for fire suppression. Added baggage smoke detection system	None	Yes			FTD 2-5		C	B
ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers. Speed brakes are now modulated and not two position only. Variable rate primary trim system. New electric secondary trim. Aileron and rudder trim now electric. Flap and trim synoptic on MFD. Added rudder bias	Yes	Yes				FTD 6	D/ FTD 6	C
ATA 28 Fuel System	Increased fuel capacity. Single point refueling.	None	Yes	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ1+)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA-29 Hydraulic Power	Full time 3000 psi system replaces 1500 psi open center system. Pressure indication added to Systems overlay page.	None	Yes			FTD 2-5		C	B
ATA 30 Ice Protection	Windshield now multi-panel electrically heated, no longer bleed air, no alcohol, no separate defog. New switchology for pitot-static heat and tail deice. No pylon anti ice. New anti-ice system check.	None	Yes			FTD 2-5		C	B
ATA 31 Indicating and Recording Systems	EICAS system instead of annunciator panel.	None	Yes			FTD 2-5		C	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ1+)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel.	None	Yes			FTD 2-5		C	B
ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights.	None	Yes	X		FTD 2-5		C	B
ATA 34 Navigation	No magnetic compass. TAWS controls integrated into PFDs, no longer separate switches. Navigation tuning through CDUs, no longer RTUs. Second MFD added. Single, centrally located Flight Guidance Panel.	None	Yes				FTD 6	D	B
ATA 35 Oxygen	Oxygen shutoff control added.	None	Yes		X			B	B
ATA 73 Engines	1660 lb. increase in thrust. RUN/STOP switches instead of throttle cutoff triggers. Increased Thrust to Weight Ratio,	Yes	Yes				FTD 6	D/ FTD 6	B
ATA 76	Automatic Engine Sync	None	Yes			FTD 2-5		C	A

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525A (CJ2)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Weights	Maximum Takeoff Gross Weight increased to 16950 lbs.	None	None	X				A	B
Dimensions	Cabin Stretch in front of and behind the wing. New wing plan form Increased vertical and horizontal tail. Re-lofted crown and windshield Wider cabin door with new actuation	None	None		X			None	None
Engines	FADEC controlled Williams FJ44-4A turbofans with 3621 pounds thrust per side	None	Yes		X			A	B
Speed	Increased Vmo/Mmo	None	No	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525A (CJ2)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – No ground flaps.	None	Yes				FTD 6	D/ FTD 6	C
Descent/ Emergency Descent	Modulated speed brake lever – No longer only two position speed brakes.	Yes	Yes				FTD 6	D/ FTD 6	C

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525A (CJ2)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls. Pressurization controller now integrated into MFD – landing elevation and cabin altitude display. Cabin door seal no longer inflatable. Manual pressurization system removed.	None	Yes			FTD 2-5		C	B
ATA 22 Auto Flight	Location of controls and pilot interface	None	Yes				FTD 6	D/ FTD 6	B
ATA 23 Communications	Radio tuning through CDUs. There is no longer a separate radio stack.	None	Yes			FTD 2-5		C	B
ATA 24 Electrical Power	Ammeters now integrated into MFD – Systems Display with new limits. (4) Power states; normal, converted bus, emergency bus and standby battery.	None	Yes			FTD 2-5		C	B
ATA 26 Fire Detection	Zonal bleed leak detection system. Single fire bottle for fire suppression. Added baggage smoke detection system	None	Yes			FTD 2-5		C	B
ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers. Speed brakes are now modulated and not two position only. Variable rate primary trim system. New electric secondary trim. Aileron and rudder trim now electric. Flap and trim synoptic on MFD.	Yes	Yes				FTD 6	D/ FTD 6	C
ATA 28 Fuel System	Increased fuel capacity. Single point refueling.	None	Yes	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525A (CJ2)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA-29 Hydraulic Power	Full time 3000 psi system replaces 1500 psi open center system. Pressure indication added to Systems overlay page.	None	Yes			FTD 2-5		C	B
ATA 30 Ice Protection	Windshield now multi-panel electrically heated, no longer bleed air, no alcohol, no separate defog. New switchology for pitot-static heat and tail deice. No pylon anti ice. New anti-ice system check.	None	Yes			FTD 2-5		C	B
ATA 31 Indicating and Recording Systems	EICAS system instead of annunciator panel.	None	Yes			FTD 2-5		C	B
ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel.	None	Yes			FTD 2-5		C	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525A (CJ2)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights.	None	Yes	X		FTD 2-5		C	B
ATA 34 Navigation	No magnetic compass. TAWS controls integrated into PFDs, no longer separate switches. Navigation tuning through CDUs, no longer a separate radio stack. Second PFD and MFD standard. Single, centrally located Flight Guidance Panel. File Server Unit adding electronic charts and in flight graphical and textual weather. Class 3 EFB with Type C Applications (airplane present position). Added Collins FMS 3000	None	Yes				FTD 6	D/ FTD 6	B
ATA 35 Oxygen	Oxygen shutoff control added.	None	Yes		X			B	B
ATA 73 Engines	FADEC Controlled engine with 1221 lb. increase in thrust. RUN/STOP switches instead of throttle cutoff triggers. Increased Thrust to Weight Ratio, Thrust attenuators no longer Installed	Yes	Yes				FTD 6	D/ FTD 6	B
ATA 76	Automatic Engine Sync	None	Yes			FTD 2-5		C	A

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ1)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Weights	Maximum Takeoff Gross Weight increased to 16950 lbs.	None	None	X				A	B
Dimensions	Cabin Stretch in front of and behind the wing. New wing plan form Increased vertical and horizontal tail. Re-lofted crown and windshield Wider cabin door with new actuation	None	None		X			None	None
Engines	FADEC controlled Williams FJ44-4A turbofans with 3621 pounds thrust per side	None	Yes		X			A	B
Speed	Increased Vmo/Mmo	None	No	X				A	B
Altitude	Increased maximum altitude	None	No	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ1)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – No ground flaps.	None	Yes				FTD 6	D/ FTD 6	C
Descent/ Emergency Descent	Modulated speed brake lever – No longer only two position speed brakes.	Yes	Yes				FTD 6	D/ FTD 6	C

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ1)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls. Pressurization controller now integrated into MFD – landing elevation and cabin altitude display. Cabin door seal no longer inflatable. Manual pressurization system removed.	None	Yes			FTD 2-5		C	B
ATA 22 Auto Flight	Location of controls and pilot interface	None	Yes				FTD 6	D/ FTD 6	B
ATA 23 Communications	Radio tuning through CDUs. There is no longer a separate radio stack.	None	Yes			FTD 2-5		C	B
ATA 24 Electrical Power	Ammeters now integrated into MFD – Systems Display with new limits. (4) Power states; normal, converted bus, emergency bus and standby battery.	None	Yes			FTD 2-5		C	B
ATA 26 Fire Detection	Zonal bleed leak detection system. Single fire bottle for fire suppression. Added baggage smoke detection system	None	Yes			FTD 2-5		C	B
ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers. Speed brakes are now modulated and not two position only. Variable rate primary trim system. New electric secondary trim. Aileron and rudder trim now electric. Flap and trim synoptic on MFD. Added rudder bias	Yes	Yes				FTD 6	D/ FTD 6	C
ATA 28 Fuel System	Increased fuel capacity. Single point refueling.	None	Yes	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ1)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA-29 Hydraulic Power	Full time 3000 psi system replaces 1500 psi open center system. Pressure indication added to Systems overlay page.	None	Yes			FTD 2-5		C	B
ATA 30 Ice Protection	Windshield now multi-panel electrically heated, no longer bleed air, no alcohol, no separate defog. New switchology for pitot-static heat and tail deice. No pylon anti ice. New anti-ice system check.	None	Yes			FTD 2-5		C	B
ATA 31 Indicating and Recording Systems	EICAS system instead of annunciator panel.	None	Yes			FTD 2-5		C	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ1)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel.	None	Yes			FTD 2-5		C	B
ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights.	None	Yes			FTD 2-5		C	B
ATA 34 Navigation	No magnetic compass. TAWS controls integrated into PFDs, no longer separate switches. Navigation tuning through CDUs, no longer a separate radio stack. Second PFD and MFD standard. Single, centrally located Flight Guidance Panel. File Server Unit adding electronic charts and in flight graphical and textual weather. Class 3 EFB with Type C Applications (airplane present position). Added Collins FMS 3000	None	Yes				FTD 6	D/ FTD 6	B
ATA 35 Oxygen	Oxygen shutoff control added.	None	Yes		X			B	B
ATA 73 Engines	FADEC Controlled engine with 1721 lb. increase in thrust. RUN/STOP switches instead of throttle cutoff triggers. Increased Thrust to Weight Ratio, Thrust attenuators no longer Installed	Yes	Yes				FTD 6	D/ FTD 6	B
ATA 76	Automatic Engine Sync	None	Yes			FTD 2-5		C	A

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Weights	Maximum Takeoff Gross Weight increased to 16950 lbs.	None	None	X				A	B
Dimensions	Cabin Stretch in front of and behind the wing. New wing plan form Increased vertical and horizontal tail. Re-lofted crown and windshield Wider cabin door with new actuation	None	None		X			None	None
Engines	FADEC controlled Williams FJ44-4A turbofans with 3621 pounds thrust per side	None	Yes		X			A	B
Speed	Increased Vmo/Mmo	None	None	X				A	B
Altitude	Increased maximum altitude	None	None	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Engine Start	FADEC Controlled engine with RUN/STOP switches instead of throttle cutoff triggers.					FTD 2-5		C	B
Landing/Rejected Takeoff	Modulated speed brake/ground spoiler lever – No ground flaps. Rudder bias added which affects single engine missed or single engine go-around	None	Yes				FTD 6	D/ FTD 6	D
Instrument Approaches	EADI and EHSI are replaced with Collins left side PFD and an MFD	None	Yes				FTD 6	D/ FTD 6	D
Normal, Abnormal, Emergency Procedures	Normal, Abnormal, and Emergency Procedures were revised.	None	Yes				FTD 6	D/ FTD 6	D
In-Flight Maneuvers	EADI and EHSI are replaced with Collins left side PFD and an MFD, Modulated speed brake lever.						FTD 6	D/ FTD 6	D
Descent/ Emergency Descent	Modulated speed brake lever – No longer only two position speed brakes.	Yes	Yes				FTD 6	D/ FTD 6	C

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls. Pressurization controller now integrated into MFD – landing elevation and cabin altitude display. Cabin door seal no longer inflatable. Manual pressurization system removed.	None	Yes			FTD 2-5		C	B
ATA 22 Auto Flight	Location of controls and pilot interface	None	Yes				FTD 6	D/ FTD 6	D
ATA 23 Communications	Radio tuning through CDUs. There is no longer a separate radio stack.	None	Yes			FTD 2-5		C	C
ATA 24 Electrical Power	Ammeters now integrated into MFD – Systems Display with new limits. (4) Power states; normal, converted bus, emergency bus and standby battery.	None	Yes			FTD 2-5		C	B
ATA 26 Fire Detection	Zonal bleed leak detection system. Single fire bottle for fire suppression. Added baggage smoke detection system	None	Yes			FTD 2-5		C	B
ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers. Speed brakes are now modulated and not two position only. Variable rate primary trim system. New electric secondary trim. Aileron and rudder trim now electric. Flap and trim synoptic on MFD. Added rudder bias	Yes	Yes				FTD 6	D/ FTD 6	D
ATA 28	Increased fuel capacity. Single point refueling.	None	Yes	X				A	B

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Fuel System									
ATA-29 Hydraulic Power	Full time 3000 psi system replaces 1500 psi open center system. Pressure indication added to Systems overlay page.	None	Yes			FTD 2-5		C	B
ATA 30 Ice Protection	Windshield now multi-panel electrically heated, no longer bleed air, no alcohol, no separate defog. New switchology for pitot-static heat and tail deice. No pylon anti ice. New anti-ice system check.	None	Yes			FTD 2-5		C	B
ATA 31 Indicating and Recording Systems	EICAS system instead of annunciator panel.	None	Yes			FTD 2-5		C	C

DIFFERENCE AIRCRAFT: CE-525C (CJ4) **BASE AIRCRAFT: CE-525 (CJ)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
ATA 32 Landing Gear	New emergency gear release mechanism located on cockpit floor instead of below instrument panel.	None	Yes			FTD 2-5		C	B
ATA 33 Lights	Changes to lighting controls, and addition of LED switch lights.	None	Yes			FTD 2-5		C	B
ATA 34 Navigation	No magnetic compass. TAWS controls integrated into PFDs, no longer separate switches. Navigation tuning through CDUs, no longer a separate radio stack. 4 display tube Collins system standard. Single, centrally located Flight Guidance Panel. File Server Unit adding electronic charts and in flight graphical and textual weather. Class 3 EFB with Type C Applications (airplane present position). Added Collins FMS 3000.	None	Yes				FTD 6	D/ FTD 6	D
ATA 35 Oxygen	Oxygen shutoff control added.	None	Yes		X			B	B
ATA 73 Engines	FADEC Controlled engine with 1721 lb. increase in thrust. RUN/STOP switches instead of throttle cutoff triggers. Increased Thrust to Weight Ratio, Thrust attenuators no longer Installed.	Yes	Yes				FTD 6	D/ FTD 6	D
ATA 76	Automatic Engine Sync	None	Yes			FTD 2-5		C	B

DIFFERENCE AIRCRAFT: CE-525A (CJ2+) **BASE AIRCRAFT: CE-525A (CJ2)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Engines	FADEC Controlled Thrust Attenuators Removed, Small Thrust Increase	Yes	Yes			X		C	B
Avionics	Honeywell KLN-900 to Collins FMS-3000 Added VNAV	None	Yes			X		B	B

DIFFERENCE AIRCRAFT: CE-525A (CJ2+) **BASE AIRCRAFT: CE-525A (CJ2)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
TO, GA Missed Approach	FADEC Controlled Thrust Attenuators Removed Small Thrust Increase	Yes	Yes			X		C	B

DIFFERENCE AIRCRAFT: CE-525 (CJ1+) **BASE AIRCRAFT: CE-525 (CJ1)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Citation 525 (CJ1+)	Weights increased 100 lbs. (1%). Aft Center of Gravity moved forward 0.5% (from 29% to 28.5% MAC)	None	None	X				None	None

DIFFERENCE AIRCRAFT: CE-525 (CJ1+) **BASE AIRCRAFT: CE-525 (CJ1)** **APPROVED BY** **(POI)_____**	**COMPLIANCE METHOD**

				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Stalls	No Changes	None	None	X				None	None
Steep Turns	No Changes	None	None	X				None	None
Approaches	New Collins FMS-3000 and file server unit (electronic charts and Nexrad weather)	None	Yes			X		C	C

DIFFERENCE AIRCRAFT: CE-525 (CJ1+) **BASE AIRCRAFT: CE-525 (CJ1)** **APPROVED BY** **(POI)_____**				COMPLIANCE METHOD					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Engine ATA 73	New FJ44-1AP engine with approx. 5% increased thrust, throttle detents and Full Authority Digital Engine Control (FADEC). Thrust Attenuators removed	None	Yes			X		C	B
Avionics ATA 23 & 34	Collins FMS 3000 installation.	None	Yes			X		C	B
Avionics ATA 23 & 34	Collins Radio Tuning Units and Standby HSI	None	Yes	X				None	None
Avionics ATA 23 & 34	File Server Unit with electronic charts and weather	None	No			X		C	C
Avionics ATA 23 & 34	Standby Instruments and HSI on RTU	None	Yes	X		X		C	C

Operator Differences Requirements

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

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

DIFFERENCE AIRCRAFT: Cessna 525 M2 BASE AIRCRAFT: Cessna 525 CJ1+ APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN FEATURE	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
Thrust increase	Up to 9% climb and 12% cruise thrust increase	No	No	X					

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

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

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

DIFFERENCE AIRCRAFT: Cessna 525 M2 BASE AIRCRAFT: Cessna 525 CJ1+ APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
77 Engine Indicating	Garmin EIS display replaces Collins EIS display and annunciator panel.	No	Yes		ICBT			B	A

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

Operator Differences Requirements

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

DIFFERENCE AIRCRAFT: Cessna 525B (CJ3+) BASE AIRCRAFT: Cessna 525B (CJ3) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN FEATURE	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
Panel Layout	• G3000 system replaces Collins Proline 21 • Switches rearranged on new tilt panel to accommodate touch controllers in center tilt panel	No	Yes			FTD-6		D	C

DIFFERENCE AIRCRAFT: Cessna 525B (CJ3+) BASE AIRCRAFT: Cessna 525B (CJ3) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
21 Environmental Control	Temperature and pressurization control incorporated into the GTCs, replacing manual switches and knobs. Backup control still provided with manual switches. Remaining pressurization controls relocated from center tilt panel to left tilt panel.	No	Yes		ICBT			B	A
22 Auto Flight	Garmin AFCS replaces Collins AFCS. The AFCS mode selector panel is relocated from above each PFD to a central location on the fire tray.	No	Yes			FTD-6		C	C
23 Communications	Two GTCs replace radio tuning units.	No	Yes		ICBT			B	A
24 Electrical Power	Emer bus items include PFD 1 and the left GTC to allow most avionics functionality during emergency/abnormal procedures that require using the emer bus.	No	Yes			FTD-6		C	C
24 Electrical Power	Dispatch switch powers the MFD and left GTC to allow preflight planning	No	Yes	X					

DIFFERENCE AIRCRAFT: Cessna 525B (CJ3+) BASE AIRCRAFT: Cessna 525B (CJ3) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
	without powering all aircraft systems.								
31 Indicating and Recording	Systems test incorporated into touch screen controllers	No	Yes		ICBT			B	A
31 Indicating and Recording	CAS messages replace the annunciator panel.	No	Yes			FTD-6		C	C
33 Lights	Lighting controls relocated on switch panel and partly automated and integrated into the GTCs.	No	Yes	X				B	A
34 Navigation	FMS functions are provided on two GTCs instead of a dedicated FMS controller.	No	Yes			FTD-6		C	C
34 Navigation	Garmin PFD/MFD replaces Collins PFD/MFD. A PFD controller for each PFD is located on the fire tray.	No	Yes			FTD-6		C	C
34 Navigation	Garmin Synthetic Vision Technology added.	No	Yes			FTD-6		C	C
34 Navigation	Standby flight display relocated to fire tray.	No	Yes			FTD-6		C	C
35 Oxygen	Oxygen gauge on EIS replaces a mechanical oxygen gauge.	No	No	X					

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

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

APPENDIX 3 –
Compliance Checklist to RBHA 91 and RBAC 135

RBHA 91	Title	Compliance	Remarks
91.9 (b)	Availability of Current Airplane Flight Manual in Aircraft	Compliant	Current AFM is furnished with each airplane. Revisions to AFM are distributed to the operator. AFM is placed in specific cockpit compartment.
91.9(c)	Aircraft identified in accordance with the standards RBHA 45	Compliant	Fireproof identification plate is fitted near the main cabin door. Appropriate registrations marks are painted on aircraft skin.
91.21	Portable electronic devices.	Operator Responsibility	In accordance with 91.21(b)(5), it is up the operator.
91.107 (a)(3)	Seat or berth with a safety belt and shoulder belts.	Compliant	All passenger seats have a safety belt (with a diagonal shoulder strap) for use of each passenger aged two (2) years or more.
91.109 (a)	Dual Controls	Compliant	Model 525B (Citation CJ3+) has dual controls.
91.171	VOR equipment check for IFR operations.	Operator Responsibility	The airplane is equipped with dual VORs than can easily be checked.
91.189	Category II and III operations: General operating rules.	Not applicable	Aircraft is not certified for Category II or Category III operations
91.191	Category II and Category III Manual	Not applicable	Aircraft is not certified for Category II or Category III operations
91.193	Certificate of authorization for certain Category II operations	Not applicable	Aircraft is not certified for Category II or Category III operations

RBHA 91	Title	Compliance	Remarks
91.203 (a)(2)	Valid Airworthiness Certificate, Flight Permit, Registration Certificate.	Operator Responsibility	The airplane has an appropriate and current airworthiness certificate, as required by 14 CFR 91.203. Operator has all required certificates displayed at the cockpit entrance.
91.203(d)	Certificate of Airworthiness for newly manufactured aircraft.	Compliant	Certificate of Airworthiness is issued when the aircraft is licensed.
91.203(f)	Operation with a fuel tank installed inside the passenger compartment	Not Applicable	Fuel Tanks are located outside the passenger compartment
91.203 (g)	No person may operate a civil airplane (domestic or foreign) into or out of an airport in Brazil unless it complies with the fuel venting and exhaust emissions requirements of RBAC 34.	Compliant	See TCDS for Certification Basis of the aircraft.
91.205(b)(1)	Airspeed indicator for each pilot required;	Compliant	On the Model 525B (Citation CJ3+), airspeed is calculated and displayed via the G3000 avionics package on the LH Pilots PFD and the RH copilot's PFD. G3000 system includes dual AHRS & dual air data computers. The L-3 ESI-1000 standby flight display also shows attitude, airspeed, and altitude information.
91.205(b)(2)	Altimeter for each pilot required;	Compliant	On Model 525B (Citation CJ3+), primary altitude is calculated and displayed via the G3000 avionics package on the LH Pilots PFD and the RH copilot's PFD. G3000 system includes dual AHRS & dual air data computers. The primary altitude is calibrated for feet/meters and hectopascals/millibars. Garmin G3000 avionics features dual AHRS. The L-3 ESI-1000 standby flight display also shows attitude, airspeed, and altitude information.
91.205(b)(4)	A magnetic direction indicator (compass);	Compliant	A magnetic compass is installed in accordance with 14 CFR 23.1327.

RBHA 91	Title	Compliance	Remarks
91.205(b)(5)	Tachometer for each engine	Compliant	The Engine Indicating System (EIS) displays N1 and N2 for each engine. Normally the EIS is shown on the left side of the MFD, but the EIS can also be shown on either or both PFDs.
91.205(b)(6)	Oil pressure gauge for each engine using pressure system.	Compliant	The Engine Indicating System (EIS) displays oil pressure for each engine. Normally the EIS is shown on the left side of the MFD, but the EIS can also be shown on either or both PFDs.
91.205(b)(7)	Temperature gauge for each liquid-cooled engine.	Not applicable	Engines are not liquid cooled.
91.205(b)(8)	Oil temperature gauge for each air-cooled engine.	Compliant	The Engine Indicating System (EIS) displays oil temperature for each engine.
91.205(b)(9)	Torque gauge and gases temperature gauge for each engine and turbine as applicable.	Compliant	The Engine Indicating System (EIS) displays N1, ITT & N2 for each engine.
91.205(b)(10)	Rotation rotor gauge for each main engine.	Not applicable	Not a helicopter
91.205(b)(11)	Manifold pressure gauge for each altitude engine.	Not applicable	Not a reciprocating engine.
91.205(b)(12)	Fuel gauge indicating the quantity of fuel in each tank.	Compliant	The Model 525B (Citation CJ3+) Left tank, right tank, and total fuel quantity are displayed on the instrument panel EIS display. Normally the EIS is shown on the left side of the MFD, but the EIS can also be shown on either or both PFDs.

RBHA 91	Title	Compliance	Remarks
91.205(b)(13)	Landing gear position indicator, if the aircraft has a retractable landing gear.	Compliant	The status of the right and left main landing gear and nose gear are displayed on the instrument panel .Three green annunciators labeled NOSE, LH, and RH illuminate individually when the nose, left main, or right main gear is down and locked, respectively. A red UNLOCK annunciator is illuminated anytime all landing gear are not locked in the position selected by the landing gear handle. The red annunciator appears during normal gear extension and retraction but extinguishes when the gear reach the locked position.
91.205(b)(15)	Approved safety belt	Compliant	All passenger seats have a safety belt (with a diagonal shoulder strap) for use of each passenger aged two (2) years or more.
91.205(b)(16)	Approved shoulder belts on every front seat; For small civil airplanes manufactured after July 18, 1978, an approved shoulder harness for each front seat. The shoulder harness must be designed to protect the occupant from serious head injury when the occupant experiences the ultimate inertia forces specified in Sec. 23.561(b)(2) of this chapter. Each shoulder harness installed at a flight crewmember station must permit the crewmember, when seated and with the safety belt and shoulder harness fastened, to perform all functions necessary for flight operations. For purposes of this paragraph-- (i) The date of manufacture of an airplane is the date the inspection acceptance records reflect that the airplane is complete and meets the FAA-approved type design data; and (ii) A front seat is a seat located at a flight crewmember station or any seat located alongside such a seat.	Compliant	Shoulder harness installed in flight crewmember seats meets this requirement.

RBHA 91	Title	Compliance	Remarks
91.205(b)(17)	An emergency locator transmitter, if required by Sec. 91.207.	Compliant	An Artex ELT C406-N is installed in the tailcone and meets the requirements of TSO-C126. When activated, the ELT transmits on three frequencies (121.5, 243.0, and 406.028 MHz), and an audible buzzer sounds. The GPS position of the airplane is transmitted on 406.028 MHz.
91.205(b)(18)	Shoulder Harness For normal, utility, and acrobatic category airplanes with a seating configuration, excluding pilot seats, of 9 or less, manufactured after December 12, 1986, a shoulder harness for-- (i) Each front seat that meets the requirements of Sec. 23.785 (g) and (h) of this chapter in effect on December 12, 1985; (ii) Each additional seat that meets the requirements of Sec. 23.785(g) of this chapter in effect on December 12, 1985.	Compliant	Shoulder harness is provided.
91.205(b)(20)	A portable fire extinguisher accessible to the crew during flight	Compliant	A portable fire extinguished in installed in the cockpit and in the cabin.
91.205(b)(22)	VHF, bilateral radio-communication At least one bilateral VHF radio communications appropriate to each ground station to be used when flying in controlled area, including headset and microphones attached.	Compliant	Cessna model 525B (Citation CJ3+) features G3000 Avionics System - Garmin – that has dual VHF communication and navigation transceivers. This system meets the requirements of this section. Optional Equipment, VHF Datalink Radio (GDR 66) - Garmin - is a VDL Mode 2 transceiver that is available to the crew as a third VHF comm radio when not in use for datalink services.

RBHA 91	Title	Compliance	Remarks
91.205(b)(23)	Anti-collision lights For small civil airplanes certificated after March 11, 1996, in accordance with part 23 of this chapter, an approved aviation red or aviation white anticollision light system. In the event of failure of any light of the anticollision light system, operation of the aircraft may continue to a location where repairs or replacement can be made.	Compliant	Model 525B (Citation CJ3+) aircraft are equipped with wingtip mounted aviation white strobe anti-collision lights and a red beacon mounted on top of the tail in accordance with 14 CFR 23.1401.
91.205(c)	Night VFR. For VFR flight at night, the following instruments and equipment are required:	See below	
91.205(c)(1)	Instruments and equipment specified in paragraph (b) of this section. All instruments illuminated adequately.	Compliant	Cessna Model 525B (Citation CJ3+) airplanes have adequate illumination for all instruments and equipment essential to the safe operation of the aircraft per 14 CFR 23.1381.
91.205(c)(2)	A gyroscopic attitude indicator (artificial horizon);	Compliant	Cessna model 525B (Citation CJ3+) features G3000 Avionics System - Garmin – that has 14-inch-diagonal, high-resolution flight displays with split-screen capability and two touchscreen control/display panels. Gyroscopic altitude is displayed at the flight display panels.
91.205(c)(3)	Approved position lights.	Compliant	Cessna Model 525B (Citation CJ3+) aircraft is equipped with LED position lights having two wingtip mounted light assemblies, each contain a colored position light and a white aft facing position light in accordance with 14 CFR 23.1385

RBHA 91	Title	Compliance	Remarks
91.205(c)(4)	Approved anti-collision light An approved aviation red or aviation white anticollision light system on all U.S.-registered civil aircraft. Anticollision light systems initially installed after August 11, 1971, on aircraft for which a type certificate was issued or applied for before August 11, 1971, must at least meet the anticollision light standards of part 23, 25, 27, or 29 of this chapter, as applicable, that were in effect on August 10, 1971, except that the color may be either aviation red or aviation white. In the event of failure of any light of the anticollision light system, operations with the aircraft may be continued to a stop where repairs or replacement can be made.	Compliant	Model 525B (Citation CJ3+) aircraft are equipped with wingtip mounted aviation white strobe anti-collision lights and a red beacon mounted on top of the tail in accordance with 14 CFR 23.1401.
91.205(c)(5)	Landing lights	Compliant	Cessna Model 525B (Citation CJ3+) aircraft are equipped with two landing lights per 14 CFR 23.1383
91.205(c)(6)	An adequate source of electrical energy for all installed electrical and radio equipment.	Compliant	The main battery (42 or 44 amp hour NiCad or 43 amp hour Lead Acid battery located in the tailcone) and the auxiliary battery (16 amp hour Lead Acid battery located in the nose) normally act in parallel to power all electrical equipment. When on emergency power (both generators off and BATTERY switch in EMER), the main and auxiliary batteries will power the emergency bus items. The standby flight display is powered by its own battery.
91.205(c)(7)	One spare set of fuses, or three spare fuses of each kind required, that are accessible to the pilot in flight.	Not applicable	Model 525B (Citation CJ3+) aircraft does not require spare fuses.

RBHA 91	Title	Compliance	Remarks
91.205(c)(9)	At least one radio equipment appropriate to each ground station to be used when flying in controlled airspace.	Compliant	Cessna model 525B (Citation CJ3+) features G3000 Avionics System - Garmin – that has dual VHF communication and navigation transceivers. This system meets the requirements of this section. Optional equipments include, VHF Datalink Radio (GDR 66) - Garmin (a VDL Mode 2 transceiver that is available to the crew as a third VHF comm radio when not in use for datalink services) & HF-9000 High-Frequency Radio Transceiver (Collins) (Includes the Collins HF-9000 HF radio system)
91.205(d)	IFR Equipment. For IFR flight, the following instruments and equipment are required:	See below	
91.205(d)(1)	Instruments and equipment specified in paragraph (b) of this section, and, for night flight, instruments and equipment specified in paragraph (c) of this section.	Compliant	Instruments and equipment specified in paragraph (b) of this section, and, for night flight, instruments and equipment specified in paragraph (c) of this section are installed.
91.205(d)(2)	A VHF system of radio-communication bilateral and at least one equipment of navigation appropriate to the each ground station to be used, including phones (or loudspeakers) and microphones associates;	Compliant	Cessna model 525B (Citation CJ3+) features G3000 Avionics System - Garmin – that has dual VHF communication and navigation transceivers, single Distance Measuring Equipment (DME) unit; dual Mode S diversity transponders with ADS-B Out capability; dual, integrated Flight Management Systems (FMS) with GPS/WAAS/EGNOS and DME positioning and dual Attitude Heading Reference Systems (AHRS). This system meets the requirements of this section.
91.205(d)(3)	Gyroscopic rate-of-turn indicator for each pilot required	Not applicable.	The Model 525B (Citation CJ3+) is equipped with a third attitude indicator.

RBHA 91	Title	Compliance	Remarks
91.205(d)(4)	Slip-skid indicator for each required pilot	Compliant	Electronic slip and skid indicators are integrated into the primary flight display unit. The Model 525B (Citation CJ3+) has a fully independent backup attitude display that also has a slip indicator
91.205(d)(5)	Sensitive altimeter adjustable for barometric pressure for each pilot required;	Compliant	On Model 525B (Citation CJ3+) there are two primary sources where altitude is calculated and is displayed on both the pilot's and copilot's PFD. The Model 525B (Citation CJ3+) features Garmin G3000 Avionics system which includes dual independent AHRS & dual air data computers. The L-3 ESI-1000 standby flight display also shows attitude, airspeed, and altitude information. A third pitot probe and static ports are installed provide the air data source to the standby flight display.
91.205(d)(6)	A pitot heating system	Compliant	Pitot heat control is provided to both primary and standby pitot tubes. Separate controls are installed for the pitot probes. The #1 control controls the left and standby pitot-static heat and the #2 controls the right pitot-static heat. The pitot tubes are installed per 14 CFR 23.1323.
91.205(d)(7)	A clock displaying hours, minutes and seconds, sweep second pointer or digital presentation for each pilot required	Compliant	A Clock and timer are shown (integrated) on each Garmin Primary Flight Displays.
91.205(d)(8)	Generator or alternator of adequate capacity.	Compliant	Each 300 amp generator is capable of supplying all standard electrical requirements. Each generator feeds its respective L or R feed bus. The L and R feed buses are connected by current limiters to a crossfeed bus to allow either generator to provide power to all equipment.

RBHA 91	Title	Compliance	Remarks
91.205(d)(9)	Gyroscopic pitch and bank indicator (artificial horizon) for each required pilot	Compliant	Cessna model 525B (Citation CJ3+) features G3000 Avionics System - Garmin – that has 14-inch-diagonal, high-resolution flight displays with split-screen capability, two touchscreen control/display panels & two air data computers. Pitch and bank is displayed on flight displays. The L-3 ESI-1000 standby flight display also shows attitude information.
91.205(d)(10)	Gyroscopic direction indicator (directional gyro or equivalent) for each required pilot	Compliant	Cessna model 525B (Citation CJ3+) features G3000 Avionics System - Garmin – that has 14-inch-diagonal, high-resolution flight displays with split-screen capability, two touchscreen control/display panels, two air data computers & also includes dual independent AHRS. Direction is displayed on both the pilot's and copilot's PFD.
91.205(d)(11)	A vertical speed indicator for each required pilot.	Compliant	On the Model 525B (Citation CJ3+), airspeed is calculated and displayed via the G3000 avionics package on the LH Pilots PFD and the RH copilots PFD. G3000 system includes dual AHRS & dual air data computers. The L-3 ESI-1000 standby flight display also shows vertical speed information.
91.205(e)	Flight at and above 24,000 ft. MSL (FL 240). DME or Suitable RNAV	Compliant	Aircraft has both dual DME and RNAV.
91.205(f)	Category II operations. Required equipment and instruments	Not applicable	Airplane is certified for Category I operations only. AFM, Section 2 Operating limitations restricts aircraft to Category I operations.
91.205(g)	Category III operations. Required equipment and instruments	Not applicable	Airplane is certified for Category I operations only. AFM, Section 2 Operating limitations restricts aircraft to Category I operations.

RBHA 91	Title	Compliance	Remarks
91.207 (a)(1)	There is attached to the airplane an approved automatic type emergency locator transmitter…	Compliant	An Artex ELT C406-N is installed in the tailcone and meets the requirements of TSO-C126. When activated, the ELT transmits on three frequencies (121.5, 243.0, and 406.028 MHz), and an audible buzzer sounds. The GPS position of the airplane is transmitted on 406.028 MHz.
91.207 (a)(2)	For operations other than those specified in paragraph (a)(1) of this section, there must be attached to the airplane an approved personal type or an approved automatic type	Operator Responsibility	If this applies, it will be up to the operator.
91.207 (b)	Each emergency locator transmitter required by paragraph (a) of this section must be attached to the airplane in such a manner that the probability of damage to the transmitter in the event of crash impact is minimized. Fixed and deployable automatic type transmitters must be attached to the airplane as far aft as practicable.	Compliant	An Artex ELT C406-N is installed in the tailcone and meets the requirements of TSO-C126. When activated, the ELT transmits on three frequencies (121.5, 243.0, and 406.028 MHz), and an audible buzzer sounds. The GPS position of the airplane is transmitted on 406.028 MHz.
91.207 (f)	Paragraph (a) of this section does not apply to--	See below	
91.207 (h)	Each ELT on board of an aircraft registered in Brazil must meets the requirements of section 91.225 of this regulation.	See 91.225	See 91.225
91.207 (i)	From 01 of January of 2007 any new ELT to be installed in airplane registered in Brazil it must possess the frequencies of 121.5 and 406 MHz…	Compliant	An Artex ELT C406-N is installed in the tailcone and meets the requirements of TSO-C126. When activated, the ELT transmits on three frequencies (121.5, 243.0, and 406.028 MHz), and an audible buzzer sounds. The GPS position of the airplane is transmitted on 406.028 MHz.

RBHA 91	Title	Compliance	Remarks
91.211(b)	Pressurized cabin aircraft.	Compliant	The Model 525B (Citation CJ3+) Oxygen System is compliant to the supplemental oxygen requirements. The supplemental oxygen system has been designed to provide oxygen to the flight crew and the passengers. The equipment used in the supplemental oxygen system is TSO'd to FAA standards. There are several different configurations of the oxygen system available to the operator. The oxygen duration available to the crew and passengers is stated in the Airplane Flight Manual. The minimum configuration of the oxygen system is adequate to provide oxygen endurance which is in compliance with 14 CFR 23.1441. Data and guidelines are provided in the AFM to permit the crew to properly plan and prepare for failure events.
91.213 (a)	List of minimum equipment and instruments for operation.	Compliant	The airplane has an approved Minimum Equipment List
91.215	ATC Transponder and Altitude Reporting Equipment and Use	Compliant	Cessna model 525B (Citation CJ3+) features G3000 Avionics System - Garmin – that has dual Mode S diversity transponders with ADS-B Out capability
91.217 (b)	The equipment was tested and calibrated to transmit altitude data corresponding within 125 feet of the indicated or calibrated datum of the altimeter normally used to maintain flight altitude,	Compliant	The aircraft left the factory satisfying these requirements, but will become the operator's responsibility to maintain compliance.
91.217 (c)	Unless the altimeters and digitizers in that equipment meet the standards of TSO-C10b and TSO-C88, respectively.	Equivalently Compliant	GDU 1400W is qualified to C10b. The GDC 7400 converts the pressure altitude to a digital signal and meets TSO-C106.
91.219	Altitude alerting system or device: Turbojet-powered civil airplanes.	Compliant	The standard Model 525B (Citation CJ3+) has an aural caution tone generated whenever the present aircraft altitude deviates from a pre-selected altitude by ± 200 feet.

RBHA 91	Title	Compliance	Remarks
91.221 (a)	All airspace: Brazil-registered civil aircraft. Any traffic alert and collision avoidance system installed in a Brazil - registered civil aircraft must be approved by the Administrator.	Compliant once ANAC approval is granted	The standard Model 525B (Citation CJ3+) includes an FAA certified TCAS II system.
91.221 (c)	(Airspace RVSM (Reduced Vertical Separation Minimum). Notwithstanding the provide one in paragraph (b) of this section, when operating an aircraft in airspace RVSM, no person can shall have ACAS system on and operating unless this system is of type ACAS II (TCAS II, type 7.0).	Compliant once ANAC approval is granted	The standard Model 525B (Citation CJ3+) includes an FAA certified TCAS II Type 7.1 system.
91.221 (d)	Aircraft transport category configured with more than 30 seats, that they have received its first one Airworthiness Certified (independent of the issuer country) in or after 01 of January of 2008, must be equipped with a system ACAS II (TCAS II, type 7.0 or superior).	Not applicable	Aircraft is not transport category.
91.221 (e)	Aircraft transport category configured with more than 30 seats, that they have received its first one Airworthiness Certified (independent of the issuer country) in or after 01 of January of 2010, must be equipped with a system ACAS II (TCAS II, type 7.0 or superior).	Not applicable	Aircraft is not transport category.
91.223	Terrain awareness and warning system. (EGPWS)	See below	
91.223(a)	Terrain Awareness and Warning System (TAWS)	Compliant	The standard Garmin Class B TAWS (Terrain Awareness and Warning System) provides audio and visual alerts when the current flight path has a potential conflict with terrain or obstacles. The optional Garmin Class A TAWS provides the same alerts as the Class B TAWS, but adds additional alerts based on radio altitude, flap and gear position, and glideslope/glidepath deviation.
91.223(b)	Terrain Awareness and Warning System (TAWS)	Not applicable	Not applicable due to manufacture date.
91.223(c)	AFM Procedures for TAWS	Compliant	AFM contains required procedures

RBHA 91	Title	Compliance	Remarks
91.409(a)	Inspections	Operator Responsibility	The airplane is inspected for the issuance of an airworthiness certificate in acc. with 14CFR part 21. The operator is responsible to inspect as required by 14CFR 91.409 regulations.
91.409 (a)(1)	Annual Maintenance Inspection (AMI) in accordance with RBHA 43.	Operator Responsibility	Can use Cessna recommended Inspection program in Integrated Maintenance Library (IML).
91.409 (a)(2)	Initial survey to obtain an airworthiness certificate in accordance with RBHA 21	Operator Responsibility	Can use Cessna recommended Inspection program in Integrated Maintenance Library (IML).
91.409 (b)	100 hrs Inspection	Operator Responsibility, if required.	Can use Cessna recommended Inspection program in Integrated Maintenance Library (IML), if required.
91.409 (c)	Paragraphs (a) and (b) of this section shall not apply to	Operator Responsibility, if required.	Can use Cessna recommended Inspection program in Integrated Maintenance Library (IML), if required.
91.409 (d)	Progressive inspection.	Operator Responsibility, if required.	Can use Cessna recommended Inspection program in Integrated Maintenance Library (IML), if required.
91.409(e)	Inspection	Operator Responsibility	Can use Cessna recommended Inspection program in Integrated Maintenance Library (IML).
91.409 (f)(3)	A current inspection program recommended by the manufacturer.	Operator Responsibility	Can use Cessna recommended Inspection program in Integrated Maintenance Library (IML).
91.410(a)	Limitation on number of cycle / aircraft.	Compliant	Provided in Cessna provided maintenance manuals.
91.410 (b)	Instructions for maintenance and inspection of fuel tank system.	Compliant	Provided in Cessna provided maintenance manuals.
91.411 (a)	Testing and inspection static pressure system according to RBHA 43 appendix E.	Compliant	Leaves the factory compliant but becomes the operator's responsibility to maintain.

RBHA 91	Title	Compliance	Remarks
91.411 (b)	The tests required by paragraph (a) of this section must be conducted by the manufacturer	Compliant	Conducted on every airplane, prior to leaving the factory.
91.413 (a)(2)	Use an ATC transponder	Operator Responsibility	Instructions on testing and inspections provided in Cessna maintenance manuals.
91.413 (b)(3)	The tests and inspections specified in this section must be conducted by— the manufacturer of the aircraft	Compliant	Conducted on every airplane, prior to leaving the factory.
91.503 (a)	Flying equipment and operating information	Compliant/Operator's responsibility	The flashlight, normal and emergency procedure checklists, and performance data is provided to the crew. All required charts are part of the operator's responsibility.
91.505	Familiarity with Operating Limitations and Emergency Equipment	Operator Responsibility	Operating Limitations and Emergency Equipment are available with procedures for use.
91.507	Equipment Requirement: Over the Top, or Night VFR Operations	Compliant	The airplane is equipped for IFR operations under 14CFR 91.205(d) and landing lights are installed.
91.509	Survival equipment for overwater operations	Operator's responsibility	The aircraft is equipped with ELT, but life jackets, survival gear, and boats are the operator's responsibility.
91.511	Radio Equipment for Overwater Operations	Compliant	Cessna model 525B (Citation CJ3+) features G3000 Avionics System - Garmin – that has dual VHF communication and navigation transceivers. This system meets the requirements of this section. Optional equipments include, VHF Datalink Radio (GDR 66) - Garmin (a VDL Mode 2 transceiver that is available to the crew as a third VHF comm radio when not in use for datalink services) & HF-9000 High-Frequency Radio Transceiver (Collins) (Includes the Collins HF-9000 HF radio system)
91.513(a)(b)(c)	Emergency equipment – fire extinguishers	Compliant	A portable fire extinguished in installed in the cockpit and in the cabin. Both are clearly labeled for use and inspection.

RBHA 91	Title	Compliance	Remarks
91.513(d)	Emergency equipment – First Aid Kit	Compliance	A first aid kit is provided with the airplane and accessible to the crew.
91.513(e)(f)	Emergency equipment – Crash Axe or Megaphone	Not applicable	Aircraft is certified for 10 people so no crash axe or megaphone is required.
91.517(a)(b)(c)(d)(e)	Passenger information	Compliant	Airplane signs meet 14 CFR 91.517 regulations. Fasten Belts, No smoking", "EXIT" etc. Lights are installed. Seatbelt, NO Smoking and Emergency Lights are controlled form flight deck
91.519	Passenger Briefing/Cards	Operator Responsibility	Cessna model 525B (Citation CJ3+) features as an option, PBS250 Passenger Briefing System - Heads Up Technologies - The PBS250 interface is accessible through the G3000 control panel and provides up to 8 studio-quality audio passenger briefings. It includes those required by the FAA: takeoff, landing, and overwater. Cessna has briefing cards available for the customers.
91.521	Shoulder Harness Flight Deck Stations	Compliant	Flight Deck 5 point restraint system meets 14 CFR 25.785 for single point release safety belt and shoulder harness.
91.525	Carriage of Cargo	Operator Responsibility	Airplane has suitable stowage provisions.
91.527	Operating in Icing Conditions	Compliant	Model 525B (Citation CJ3+) is equipped and certified for flight into known icing conditions as noted on Model 525B (Citation CJ3+) Type Certificate Data Sheet A1WI and complies with 14 CFR Parts 23.1093(b), 23.1323(d), 23.1325(b)(3), 23.1416, and 23.1419.
91.533	Flight Attendant Requirements	Not applicable	Cessna Model 525B (Citation CJ3+) has passenger seating configuration of less than 19 seats.

RBHA 91	Title	Compliance	Remarks
91.537	RVSM	Compliant	The Model 525B (Citation CJ3+) is approved for operations in Reduced Vertical Separation Minimum (RVSM) airspace when required equipment is maintained in accordance with the airplane Maintenance Manual.
91.603	Aural Speed Warning Device	Compliant	The Garmin G3000 Avionics System monitors most of the airplane systems for faults or failures, and displays this information to the crew as messages in the Crew Alerting System (CAS) list on the PFD. Audio alerts accompany any abnormal or emergency situation
91.605	Transport Category Civil Airplane Weight Limitations	Not applicable	Not applicable to Cessna model 525B (Citation CJ3+) Type.
91.607	Emergency Exits for Airplanes Carrying Passengers for Hire	Compliant	Aircraft is equipped with the main cabin door and one over wing emergency exit of which is satisfactory for 10 passengers.
91.609(a)(b)	Flight data recorders and cockpit voice recorders	Not applicable	CVR not required for this class of aircraft. The optional L3 FA2100 Cockpit Voice Recorder may be installed to record cockpit audio and CPDLC messages. The CVR records all audio heard via the pilot or copilot headsets as well as cockpit audio from a microphone located under the aft center edge of the glareshield. All CPDLC messages are also recorded.
CFR 91.609(c)	Requirements for Flight Data Recorder - 10+ passengers	Not applicable	Cessna Model 525B (Citation CJ3+) has passenger seating configuration of less than 10 seats.
CFR 91.609(d)	FDR Operations	Not applicable	Cessna Model 525B (Citation CJ3+) has passenger seating configuration of less than 10 seats.
CFR 91.609 (e)&(f)	Requirement for Cockpit Voice Recorder	Not applicable	CVR not required for this class of aircraft.

RBHA 91	Title	Compliance	Remarks
CFR 91.609(g)	Accident Reporting	Not applicable	FDR/CVR not required for this class of aircraft.
CFR 91.609 (h)(1)	CVR specifications effective April 7, 2012	Not applicable	CVR not required
CFR 91.609 (h)(2)	CVR specifications effective April 7, 2012	Not applicable	CVR not required
CFR 91.609(i)	specifications effective April 7, 2010	Not applicable	CVR not required
CFR 91.609(j)	CVR specifications effective April 7, 2010	Not applicable	CVR not required
CFR 91.613	Materials for Compartment Interiors	Not applicable	Aircraft is a part 23 aircraft and meets the requirements of 23.853.
CFR 91.801 (a)(2)	Part 36 Applicability	Not applicable	Section 91.813 is Reserved. Specific applicability is not yet assigned.
CFR 91.805	Operating Noise Limits for Subsonic Airplanes	Compliant	The noise levels comply with 14 CFR 36, Appendix B, Stage 4 maximum noise level requirements and were obtained by analysis of approved data from noise tests conducted under the provisions of 14 CFR 36, Amendment 28. AFM Section IV – Performance – Noise characteristics provides details on this.
CFR 91.853	Operating Noise Limits for Subsonic Airplanes	Compliant	The noise levels comply with 14 CFR 36, Appendix B, Stage 4 maximum noise level requirements and were obtained by analysis of approved data from noise tests conducted under the provisions of 14 CFR 36, Amendment 28. AFM Section IV – Performance – Noise characteristics provides details on this.
CFR 91.1023 & 1025	Program Operating Manual Contents	Compliant	The AFM (525BFMA-00) or its latest revisions contain the required contents.

RBHA 91	Title	Compliance	Remarks
CFR 91.1033 (a)(1)&(b)	Cockpit Checklist	Compliant	Cessna published Pilot Checklist, 525BCLANP-00 (Normal Procedures Checklist, Citation CJ3+) or its latest revisions contain required procedures.
CFR 91.1033 (a)(2)&(c)	Emergency Cockpit Checklist	Compliant	Cessna published Pilot Checklist, 525BCLAEAP-00 (Emergency/Abnormal Procedures Checklist) are provided. Passenger Safety Procedure Guides, Crash, Fire and Rescue Guide are available for incorporation in support of contents requirements.
CFR 91.1033 (a)(3)	Aeronautical Charts	Compliant	Provisions available for storage and retention of navigation charts, accessible to the pilot from the pilot station.
CFR 91.1033 (a)(4)	IFR Navigation/Approach Charts	Compliant	Airplane has provisions to stow Navigational, Terminal Area and Instrument Approach Charts. IFR Navigation/Approach Chart provisions are accessible to the pilot at the pilot station.
CFR 91.1035 (e)	Automated Briefing Recording	Operator Responsibility	Cessna model 525B (Citation CJ3+) features as an option, PBS250 Passenger Briefing System - Heads Up Technologies - The PBS250 interface is accessible through the G3000 control panel and provides up to 8 studio-quality audio passenger briefings. It includes those required by the FAA: takeoff, landing, and overwater.
CFR 91.1035 (f)	Passenger Briefing Cards	Operator Responsibility	Cessna has briefing cards available for the customers.

RBHA 91	Title	Compliance	Remarks
CFR 91.1045 (b)(1)	Cockpit Voice Recorder	Not applicable	CVR not required for this class of aircraft. The optional L3 FA2100 Cockpit Voice Recorder may be installed to record cockpit audio and CPDLC messages. The CVR records all audio heard via the pilot or copilot headsets as well as cockpit audio from a microphone located under the aft center edge of the glareshield. All CPDLC messages are also recorded.
CFR 91.1045 (b)(2)	Flight Recorder	Not applicable	FDR not required
CFR 91.1045 (b)(3)	TAWS System	Compliant	Cessna Model 525B (Citation CJ3+) features Garmin G3000 avionics system that has integrated class B terrain awareness warning system (TAWS). Class A TAWS is available as an option. AFM Section III Operating procedures & Garmin G3000 Pilots guide provide relevant information.
CFR 91.1045 (b)(4)	TCAS System	Compliant	Cessna Model 525B (Citation CJ3+) features Garmin G3000 avionics system that has Garmin traffic collision and avoidance system (TCAS I). Garmin TCAS II is provided as an option. AFM Section III Operating procedures & Garmin G3000 Pilots guide provide relevant information.

RBHA 91	Title	Compliance	Remarks
CFR 91.1045 (b)(5)	Airborne Weather Radar Equip.	Compliant	Cessna Model 525B (Citation CJ3+) is equipped with a Garmin GWX 70 weather radar system which includes a 12-inch antenna. Solid-state electronics (i.e. no magnetron) and a transmitter power of 50 Watts provide for improved safety and reliability compared with traditional radar systems having higher output power. WATCHTM automatic range limiting, vertical scan capability, and weather target alerting are included.
CFR 91.1109 (b)(1)	Manufacturer Aircraft Maintenance Inspection Program	Compliant	Cessna recommended Inspection program in Integrated Maintenance Library (IML)
CFR 91.1115 (a)(1)	Minimum Equipment List	Compliant	Cessna Model 525B (Citation CJ3+) MMEL is available on FAA Website.
CFR 91.1411	Continuous Airworthiness Maintenance Program	Operator Responsibility	Maintenance Program compliance with the 14CFR 91.1413 through 91.1443. Cessna recommended Inspection program in Integrated Maintenance Library (IML)
CFR 91.App A	Category II Operations	Not applicable	Airplane is certified for Category I operations only. AFM, Section 2 Operating limitations restricts aircraft to Category I operations.
CFR 91.App C	Operations in the North Atlantic (NAT) Minimum Navigation Performance Specifications (MNPS) Airspace	Operator Responsibility	The G3000 system is capable of conducting Operations in the North Atlantic (NAT) Minimum Navigation Performance Specifications (MNPS) Airspace. Both GPS receivers are required to be operating except for routes requiring only one long range navigation sensor. Garmin WAAS Fault Detection /Exclusion Prediction Program part number 006-A0154-01 or later approved version must be used during preflight.

RBHA 91	Title	Compliance	Remarks
CFR 91 App G	Operations in Reduced Vertical Separation (RVSM) Airspace	Operator Responsibility	The Model 525B (Citation CJ3+) is approved for operations in Reduced Vertical Separation Minimum (RVSM) airspace when required equipment is maintained in accordance with the airplane Maintenance Manual.

RBAC 135	Title	Compliance	Remarks
135.75(b)	Observer seat in the compartment of the pilots	Not applicable	The Model 525B (Citation CJ3+) does not have observer's seats.
135.83 (a)(1)(2)	Cockpit Checklists	Compliant	Cessna published Pilot Checklist are provided. Passenger Safety Procedure Guides, Crash, Fire and Rescue Guide are available for incorporation in support of contents requirements.
135.83 (a)(3)	Aeronautical Charts	Compliant	Provisions available for storage and retention of navigation charts, accessible to the pilot from the pilot station
135.83 (a)(4)	IFR Navigation/Approach Charts	Compliant	Airplane has provisions to stow Navigational, Terminal Area and Instrument Approach Charts. IFR Navigation/ Approach Chart provisions are accessible to the pilot at the pilot station.
135.83 (a)(5)	Performance data on one engine inoperative climb	Compliant	One – Engine climb data provided in AFM Section IV - Performance
135.83 (b)(c)	Contents checklist of Normal and Emergency procedures:	Compliant	Checklists provided with the airplane include all of these items.
135.87 (a)(b)	Carried in an approved cargo rack, bin, or compartment	Compliant	All cargo support provisions are provided and FAA certified. Aircraft is equipped with a nose and aft baggage compartment along with some minor cargo support provisions in the aft cabin across from the toilet.
135.87 (d)	Means to prevent articles of baggage stowed under it from sliding under crash impacts	Not applicable	Nothing can be positioned under each passenger seat.
135.87 (e)	Cargo compartments requiring physical entry of a crew member.	Not applicable	No cargo compartment require physical entry of any crew member. All items are accessible from outside.
135.89 (a)	Unpressurized aircraft.	Not Applicable	The Model 525B (Citation CJ3+) is a pressurized aircraft.

RBAC 135	Title	Compliance	Remarks
135.89 (b)	Pressurized Cabin Aircraft	Operator Responsibility	The Model 525B (Citation CJ3+) Oxygen System is compliant to the supplemental oxygen requirements. The supplemental oxygen system has been designed to provide oxygen to the flight crew and the passengers. The equipment used in the supplemental oxygen system is TSO'd to FAA standards. There are several different configurations of the oxygen system available to the operator. The oxygen duration available to the crew and passengers is stated in the Airplane Flight Manual. The minimum configuration of the oxygen system is adequate to provide oxygen endurance which is in compliance with 14 CFR 23.1441. Data and guidelines are provided in the AFM to permit the crew to properly plan and prepare for failure events.
135.93	Autopilot: Minimum Altitudes for Use	Compliant	Minimum altitudes for combined autopilot and yaw damper failure only are specified in the AFM Section II- Operating Limitations
135.111	Second in command required in category II operations	Not applicable	Aircraft is only approved for Category I operations.
135.113	Passenger Occupancy of Pilot Seat	Not applicable	Passenger may occupy Right Hand Co-Pilot seat only.
135.127(a)(b)	Passenger Information	Compliant	Airplane signs meet this regulation. Fasten Belts, No smoking", "EXIT" etc. Lights are installed. Seatbelt, NO Smoking and Emergency Lights are controlled form flight deck
135.127(c)	Lavatory	Operator Responsibility	Airplane signs NO Smoking are installed and always light in the fwd and aft cabin.
135.127(d)	Obstruct, shut down or destroy a smoke detector installed in the lavatory.	Not applicable	Smoke detectors are not required to be installed in the lavatory for this class of airplane.
135.128(a)	Safety Belts and Child Restraint Systems	Operator Responsibility	Each seat has a separate safety belt and shoulder harness

RBAC 135	Title	Compliance	Remarks
135.129	Exit Seating Passenger Information Cards	Operator Responsibility	Appropriate passenger briefing cards are accessible to each passenger.
135.143 (b)	Approved/Operable Instruments and Equipment	Compliant	The airplane instruments and equipment meets 14 CFR 135.143 (b) requirements.
135.143 (c)	ATC Transponder	Compliant	The Garmin GTX-3000 Mode S transponders satisfy the data requirements of ICAO Document 7030/4 & also meets the performance and environmental requirements of TSO-C112.
135.145	Flights Operational Evaluation	Operator Responsibility	To comply will all paragraphs.
135.147	Dual Controls Required	Compliant	Model 525B (Citation CJ3+) has dual controls.
135.149 (a)	Altimeter Adjustable for Barometric Pressure	Compliant	On Model 525B (Citation CJ3+), primary altitude is calculated and displayed via the G3000 avionics package on the LH Pilots PFD and the RH copilots PFD. G3000 system includes dual AHRS & dual air data computers. The primary altitude is calibrated for feet/meters and hectopascals/millibars. Garmin G3000 avionics features dual AHRS.
135.149(b)	Heating or deicing equipment for each carburetor	Not applicable	Aircraft engines are not carbureted.
135.149 (c)	Artificial horizon - the third indicator	Compliant	On Model 525B (Citation CJ3+) meets these equipments requirements.
135.150	Public Address System	Not applicable	Cessna Model 525B (Citation CJ3+) has passenger seating configuration of less than 19 seats.

RBAC 135	Title	Compliance	Remarks
135.151	Requirement and Installation of CVR	Not applicable	Cessna Model 525B (Citation CJ3+) is certified for single pilot operations & hence CVR is not required. The optional L3 FA2100 Cockpit Voice Recorder may be installed to record cockpit audio and CPDLC messages. The CVR records all audio heard via the pilot or copilot headsets as well as cockpit audio from a microphone located under the aft center edge of the glareshield. All CPDLC messages are also recorded.
135.151 (f)(1)	CVR specifications effective April 7, 2012	Not applicable	Cessna Model 525B (Citation CJ3+) does not require a FDR & hence CVR is not needed.
135.151 (f)(2)	CVR specifications effective April 7, 2012	Not applicable	Cessna Model 525B (Citation CJ3+) does not require a FDR & hence CVR is not needed.
135.151 (g)	CVR specifications effective April 7, 2010	Not applicable	Cessna Model 525B (Citation CJ3+) does not require a FDR & is certified for single pilot operations.
135.151 (h)	CVR specifications effective April 7, 2010	Not applicable	CVR not required for this class of aircraft.
135.152 (a)	Requirement for Flight Data Recorder	Not applicable	Cessna Model 525B (Citation CJ3+) has passenger seating configuration of less than 10 seats.
135.152 (b)	Requirement for Flight Data Recorder	Not applicable	Cessna Model 525B (Citation CJ3+) has passenger seating configuration of less than 20 seats.
135.152 (c)	FDR Operations	Not applicable	Cessna Model 525B (Citation CJ3+) does not require a FDR.
135.152 (d)&(e)	FDR – Recorded Data	Not applicable	Cessna Model 525B (Citation CJ3+) does not require a FDR.
135.152 (f)	Installation Requirements	Not applicable	Cessna Model 525B (Citation CJ3+) does not require a FDR.
135.152 (g)	Underwater Locator Device	Not applicable	Cessna Model 525B (Citation CJ3+) does not require a FDR.

RBAC 135	Title	Compliance	Remarks
135.152 (h)	FDR required parameters	Not applicable	Cessna Model 525B (Citation CJ3+) does not require a FDR.
135.152 (i)	FDR required parameters data ranges, accuracies, resolutions and intervals	Not applicable	Cessna Model 525B (Citation CJ3+) does not require a FDR.
135.152 (j)	FDR required parameters data ranges, accuracies, resolutions and intervals	Not applicable	Cessna Model 525B (Citation CJ3+) does not require a FDR.
135.152 (l)	FDR Requirements	Not applicable	Cessna Model 525B (Citation CJ3+) does not require a FDR.
135.152 (m)	FDR Requirements	Not applicable	Cessna Model 525B (Citation CJ3+) does not require a FDR.
135.154 (a)	Terrain Awareness and Warning System	Compliant	The standard Garmin Class B TAWS (Terrain Awareness and Warning System) provides audio and visual alerts when the current flight path has a potential conflict with terrain or obstacles. The optional Garmin Class A TAWS provides the same alerts as the Class B TAWS, but adds additional alerts based on radio altitude, flap and gear position, and glideslope/glidepath deviation.
135.154 (c)	AFM procedures for TAWS	Compliant	AFM contains procedures for TAWS and flight crew reaction to TAWS audio and visual warning.
135.155 (a)	Fire Extinguishers: Type and Suitability of Agent	Compliant	The hand fire extinguishers meeting these requirements are supplied with the aircraft. Fire extinguisher located in the cockpit and in the cabin contains Halon 1211 or equivalent.
135.155 (b)	Fire Extinguisher on Flight Deck	Compliant	One Portable Fire Extinguisher installed on Flight Deck
135.155 (c)	Fire Extinguisher in Passenger Compartment	Compliant	Cessna Model 525B (Citation CJ3+) has portable fire extinguisher located in the cabin.
135.157 (a)	Oxygen Equipment Requirements Unpressurized aircraft.	Not Applicable	The Model 525B (Citation CJ3+) is a pressurized aircraft

RBAC 135	Title	Compliance	Remarks
135.157 (b)	Oxygen Equipment Requirements Pressurized aircraft.	Compliant	The Model 525B (Citation CJ3+) Oxygen System is compliant to the supplemental oxygen requirements. The supplemental oxygen system has been designed to provide oxygen to the flight crew and the passengers. The equipment used in the supplemental oxygen system is TSO'd to FAA standards. There are several different configurations of the oxygen system available to the operator. The minimum configuration of the oxygen system is adequate to provide oxygen endurance which is in compliance with 14 CFR 23.1441. Data and guidelines are provided in the AFM to permit the crew to properly plan and prepare for failure events.
135.157 (c)	Oxygen Equipment Requirement	Compliant	The Model 525B (Citation CJ3+) has automatically deployable oxygen equipment immediately available to each occupant wherever seated. The total number of passenger dispensing units is eight and the number of seats is six. The Crew member oxygen masks are Certified as quick donning type masks and are located within the immediate reach of flight crew members whilst at their assigned duty station.
135.158	Pitot Heat Indicating Systems Requirement and Operation	Compliant	The Garmin G3000 Avionics System monitors the primary and standby pitot heating system for faults or failures, and displays this information to the crew as messages in the Crew Alerting System (CAS) list on the PFD.

RBAC 135	Title	Compliance	Remarks
135.159 (a) to (g)	Equipment Requirements: Carrying Passengers under VFR at Night or under VFR Over The Top Conditions	Compliant	The airplane flight/navigational equipment provides for VFR and IFR flying capability, day and night. The airplane installation of instruments, electrical supply system and lights meets these regulations. AFM Section II – Operating limitations provides relevant information.
135.161	Communication and Navigational Equipment: Aircraft Carrying Passengers Under VFR at Night or under VFR Over The Top	Compliant	Cessna Model 525B (Citation CJ3+) features G3000 Avionics System - Garmin – that includes dual VHF communication and navigation transceivers; single Distance Measuring Equipment (DME) unit; dual Mode S diversity transponders with ADS-B Out capability; dual, integrated Flight Management Systems (FMS) with GPS/ WAAS/ EGNOS and DME positioning; TCAS I; integrated Class B Terrain Awareness Warning System (TAWS); dual Attitude Heading Reference Systems (AHRS) and Safe Taxi. Optional equipments include, VHF Datalink Radio (GDR 66) - Garmin (a VDL Mode 2 transceiver that is available to the crew as a third VHF comm radio when not in use for datalink services) & HF-9000 High-Frequency Radio Transceiver (Collins) (Includes the Collins HF-9000 HF radio system)
135.163 (a) to (e) (g)(h)&(i)	Equipment Requirements: Aircraft Carrying Passengers Under IFR	Compliant	The airplane flight/navigational equipment provides for VFR and IFR flying capability, day and night. The airplane installation of instruments, electrical supply system and lights meets these regulations. AFM Section II – Operating limitations provides relevant information.

RBAC 135	Title	Compliance	Remarks
135.165 (a),(b),(c)	Communication and Navigational Equipment: Extended Overwater or IFR Operations	Compliant	Cessna model 525B (Citation CJ3+) features G3000 Avionics System - Garmin – Included with the system are dual VHF communication and navigation transceivers; single Distance Measuring Equipment (DME) unit; dual Mode S diversity transponders with ADS-B Out capability; dual, integrated Flight Management Systems (FMS) with GPS/ WAAS/ EGNOS and DME positioning; Optional equipments include, VHF Datalink Radio (GDR 66) - Garmin (a VDL Mode 2 transceiver that is available to the crew as a third VHF comm radio when not in use for datalink services) & HF-9000 High-Frequency Radio Transceiver (Collins) (Includes the Collins HF-9000 HF radio system). AFM Section II – Operating limitations provides relevant information.
135.167 (b)	Liferafts	Not applicable	Aircraft is not equipped with life rafts.
135.67 (c)	Emergency locator transmitter fixed to one of the boats.	Not applicable	Aircraft is not equipped with life rafts.
135.169	Operation of a airplane with 10 seats or more, excluding crew, plus baggage compartment	Not applicable	Aircraft cabin includes only 8 maximum seats and cargo compartments are less than 200 cubic feet and not transport category.
135.170	Materials for Compartment Interiors	Not applicable	Aircraft is a part 23 aircraft and meets the requirements of 23.853.
135.171 (a)	The reaction plan of having 10 passenger seats or more	Not applicable	Cessna Model 525 (Citation M2) has passenger seating configuration of less than 10 seats. The airplane shoulder harness restraint system provided at flight crewmember stations

RBAC 135	Title	Compliance	Remarks
135.173	Airborne Thunderstorm Detection Equipment	Compliant	Cessna Model 525B (Citation CJ3+) is equipped with a Garmin GWX 70 weather radar system which includes a 12-inch antenna. Solid-state electronics (i.e. no magnetron) and a transmitter power of 50 Watts provide for improved safety and reliability compared with traditional radar systems having higher output power. WATCHTM automatic range limiting, vertical scan capability and weather target alerting are included.
135.175 (a)	Airborne Weather Radar Equipment	Compliant	Cessna Model 525B (Citation CJ3+) is not a large transport category aircraft; hence this regulation is not applicable. However, Cessna Model 525B (Citation CJ3+) is equipped with a Garmin GWX 70 weather radar system which includes a 12-inch antenna. Solid-state electronics (i.e. no magnetron) and a transmitter power of 50 Watts provide for improved safety and reliability compared with traditional radar systems having higher output power. WATCHTM automatic range limiting, vertical scan capability and weather target alerting are included.
135.177	First Aid Kit	Not applicable.	Cessna Model 525B (Citation CJ3+) has passenger seating configuration of less than 19 seats.
135.178	Additional Equipment Requirements for more than 19 Passengers	Not applicable	Cessna Model 525B (Citation CJ3+) has passenger seating configuration of less than 19 seats.

RBAC 135	Title	Compliance	Remarks
135.180	Traffic Alert and Collision Avoidance System	Compliant	The standard Garmin GTS 855 TCAS I provide traffic information that can be displayed on various maps in the cockpit. It also provides audio and visual alerts when the current flight path has a potential conflict with other traffic. It is controlled with the GTC Traffic Settings page. The optional Garmin GTS 8000 TCAS II provides the same alerts as the TCAS I, but adds additional resolution advisories which direct the pilot to execute a vertical maneuver that will resolve the conflict with other traffic.
135.183(a)	Operating at an altitude required to achieve land in case of engine failure;	Compliant	The aircraft AFM provides the necessary performance to determine how much over water operations can be required during single engines operations.
135.363 (f)	Performance data	Compliant	Performance data to comply with 135.365 through 135.387 is published in AFM Section IV – Performance.
135.364	Maximum Flying Time Outside the U.S.	Operator Responsibility	Airplane requires ETOPS Approval and 14 CFR 135 Appendix G equipment to operate more than 180 minutes flying time from an adequate airport.
135.421	Maintenance Applicability	Operator Responsibility	Aircraft maintenance is Operator's responsibility. Cessna provides maintenance program to customers.

APPENDIX 4 –
GARMIN G600 TXi INTEGRATED AVIONICS SYSTEM

Background

ANAC operational evaluation of Garmin G600 TXi Integrated Avionics System STC SA02571SE in a Textron Model 525A airplane was conducted through documental analysis using the information provided by the applicant (Garmin International, Inc.) and the determinations of the FAA Flight Standardization Board (FSB) Report Revision 8 dated April 17th, 2024.

In February 2024, the FSB (FAA) conducted flight evaluations of Garmin G600 TXi Integrated Avionics System STC SA02571SE in a Textron Model 525A airplane. This avionics upgrade removes Rockwell Collins Pro Line 21 flight deck instrument equipment and replaces the primary flight displays (PFD), multifunction flight displays (MFD), flight management system (FMS), COM/NAV radios, GPS receivers, audio panel, autopilot, and backup flight instruments with the Garmin G600 TXi Avionics System. It, as well as the associated Airplane Flight Manual (AFM) change, was found to be operationally suitable. Training and checking requirements are listed in Appendix 4, Differences Tables.

In case more detailed information is required, refer to the FAA FSB Report mentioned above.

Type Rating

The Garmin G600 TXi Integrated Avionics System STC was evaluated and has the same C525 or C525/D type rating.

Differences tables

Master Differences Requirements (MDR) Table:

MDR Table

Specific MDR Table or Differences to CE-525A with Garmin G600 TXi System

		From Airplane								
		CE-525 (CJ)	**CE-525 (CJ1)**	**CE-525A (CJ2)**	**CE-525B (CJ3)**	**CE-525 (M2)**	**CE-525 (CJ1+)**	**CE-525A (CJ2+)**	**CE-525B (CJ3+)**	**CE-525C (CJ4)**
To Airplane	**CE-525A w/Garmin G600 TXi System**	D/D/C	D/D/C	C/C/C	D/D/C	D/D/C	D/D/C	C/C/C	D/D/C	D/D/C

Design Differences table:

DIFFERENCE AIRCRAFT: 525A (CJ2-Garmin G600 TXi System) BASE AIRCRAFT: 525A (CJ2, CJ2+) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN FEATURE	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
Instrument Panel Layout	Garmin TXi/GTN/GI275/GFC600 autopilot, engine instruments, primary flight instruments, standby instruments, N1 computer, and COM/NAV/GPS/FMS. Similar functionality and pilot interface to the Garmin G3000 flight deck. Differences in LRU locations, and touch screen capabilities.	No	Yes			X		C	C
Electrical Power	EMER bus powers PFD and GPS/NAV/COM #1. Standby ADI is battery powered internally. Remainder of the EMER bus architecture is the same as the CJ2.	No	Yes		X			B	B

DIFFERENCE AIRCRAFT: 525A (CJ2-Garmin G600 TXi System) BASE AIRCRAFT: 525A (CJ2, CJ2+) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN FEATURE	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
Engine Control	Related aircraft is non-FADEC controlled. Include N1 target references on EIS.	No	Yes		X			B	B

Maneuver Differences table:

DIFFERENCE AIRCRAFT: 525A (CJ2-Garmin G600 TXi System) BASE AIRCRAFT: 525A (CJ2, CJ2+) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
Preflight	Avionics Preflight.	No	Yes		X			B	B
Engine Start	Engine Gauges on TXi EIS. ITT markings change for start.	No	No	X				A	A
Takeoff	Engine Power Instruments on TXi EIS. N1 target reference available on TXi EIS. Takeoff speeds calculated manually and entered via PFD controls.	No	Yes		X			A	B
Climb Cruise Descent	N1 Computer allows alculated MCT through entire climb / level off.	No	Yes	X				A	A
Instrument Approaches	PFD, MFD, and controllers, GPS, Autopilot, Synthetic Vision System.	No	Yes			X		C	C

DIFFERENCE AIRCRAFT: 525A (CJ2-Garmin G600 TXi System) BASE AIRCRAFT: 525A (CJ2, CJ2+) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	FLT CHK	CURR
Landing	Landing speeds calculated manually and entered via PFD controls.	No	No	X				A	A
Normal Procedures	See Airplane Flight Manual Supplement for review of all Normal Procedures.	No	Yes			X		C	C
Abnormal Procedures	See Airplane Flight Manual Supplement for new or changed Abnormal Procedures.	No	Yes			X		C	C
Emergency Procedures	See Airplane Flight Manual Supplement for new or changed Emergency Procedures.	No	Yes			X		C	C

Avionics System Description

The Garmin G600 TXi Supplemental Type Certificate (STC SA02571SE) and associated STCs modifies a Textron Model 525A (CJ2) by removing the original flight instruments, engine instruments, COM/NAV radios, GPS receivers, audio panel, autopilot, and backup flight instruments and installing the Garmin G600 TXi PFD/MFD/EIS, Garmin GTN 750Xi GPS/NAV/COMs, Garmin GI 275 standby instrument(s), GFC 600 autopilot with Electronic Stability Protection.

The system integrates the Garmin components to allow each feature to utilize the data from the other Garmin systems. New functionality includes:

• Integrated N1 computer.

• Automatic and manual Emergency Descent Mode (EDM).

• Synthetic Vision Technology (SVT) for the PFDs.

• TAWS-A or TAWS-B.

• Multiple radar displays (GTNs, pilot and co-pilot MFDs).

• Autopilot coupled go-arounds (both engines operating).

• Autopilot coupled descent VNAV.

• Autopilot FLC mode.

The PFD/MFDs are touch screen capable, but also include a PFD controller in the center console for common autopilot and PFD functions.

Center mounted standby ADI was moved to the panels outboard of the PFDs. The optional copilot standby instrument is a slave of the pilot’s standby instrument. Optional equipment:

• GDL 69SXM Sirius XM Satellite Receiver.

• GTX 345 Transponders with FIS-B.

• GSR 56 Iridium Satellite System (Weather and Voice).

• GDL 60 Connext Datalink.

• Garmin GWX 8000 Weather Radar.