TYPE-CERTIFICATE

DATA SHEET

NO. EASA.IM.A.078

for

525 (Citation Jet)

Type Certificate Holder
Textron Aviation Inc.
One Cessna Boulevard
Wichita, Kansas 67215
USA

For models:  
525  
525A  
525B  
525C
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A.I. General

1. Data Sheet No.: EASA IM A.078 Issue 9
2. a) Type: 525
   b) Model: 525
   c) Variant: N/A
3. Airworthiness Category: 14 CFR 23 Normal Category
4. Type Certificate Holder: Textron Aviation Inc.
   One Cessna Boulevard
   Wichita, Kansas 67215
   USA
5. Manufacturer: Textron Aviation Inc.
   One Cessna Boulevard
   Wichita, Kansas 67215
   USA
6. Certification Application Date: 14 February 1990 for 525-0001
7. FAA Type Certification Date: 15 October 1992
8. (Reserved)

A.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements: 14 February 1990 for 525-0001 and on
2. Airworthiness Requirements: (525-0001 through 525-0599)
   Code of Federal Regulations Title 14, Part 23, effective February 1, 1965, as amended by Amendments 23-1 through 23-38, and 23-40;
   The EASA Aircraft Type Certification standard includes that of FAA TCDS A1WI, based on individual EU member state acceptance or certification of this standard prior to 28 September 2003; Other standards conforming to TC/TCDS standards certified by individual EU member States prior to 28 September 2003 are also acceptable.
   (525-0600 through 525-0684 and 525-0686 through 525-0701)
   Code of Federal Regulations Title 14, Part 23,
Additions

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<td>Operating limitations placard</td>
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<td>Airspeed placards</td>
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<td>23.1567</td>
<td>Flight maneuver placard</td>
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<td>Entire aircraft</td>
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Compliance with ice protection has been demonstrated in accordance with 14 CFR §§23.1416 and 23.1419.

CS-ACNS, issue 2

3. Special Conditions: 23-ACE-55, additional requirements for:

Smoke evacuation, protection of electronic systems from lightning and high intensity radiated electromagnetic fields (HIRF), electronic flight instruments displays, thrust attenuating systems (thrust attenuating systems not applicable 525-0600 and On), engine fire extinguishing system, performance, including takeoff, takeoff speeds, accelerate-stop, takeoff path, takeoff distance and takeoff run, takeoff flight path, climb one engine inoperative, landing, balked landing, climb, minimum control speed, trim, static longitudinal stability, demonstration of static longitudinal stability, static directional and lateral stability, wings level stall, turning flight and accelerated stalls, stall warning, vibration and buffeting, high speed characteristics, airspeed indicating system, static
pressure system, maximum operating speed limit, minimum flight crew, operating limitations, operating procedure, performance information, airspeed indicator, effects of contamination on Natural Laminar Flow airfoils, definitions, and AFM approved information.

(525-0685 and 525-0800 and On equipped with Garmin G3000)
CRI B-52 Human Factors - Integrated Avionics Systems and associated SC-B 23.div-01, Issue 1
CRI F-93 Flight Recorders including Data Link Recording and associated SC-F23.1457-01, Issue 2

4. Exemptions: N/A

5. Deviations: relaxed “Dutch Roll” damping criteria above 18,000 feet in lieu of damping criteria CS23.181(b).

6. Equivalent Safety Findings: (525-0360 through 525-0701 equipped with Collins Proline 21 electronic displays of engine instruments):
ACE-00-01: 14 CFR §§23.1305(c)(2), (c)(5), and 23.1549(a) through (d), direct reading, digital only displays for the high-pressure turbine speed (N₂), and fuel flow indications.

(525-0685 and 525-0800 and On equipped with Garmin G3000)
(b) Number ACE-00-05C: 14 CFR § 23.841(a), to allow small temporary cabin altitude excursions above 15,000 feet in the event of any probable pressurization system failure.
(c) Number ACE-13-17: 14 CFR § 23.1549(a) through (c), direct reading, digital only displays for the high-pressure turbine speed (N₂), oil pressure, oil temperature and fuel flow indications

7. Requirements elected to comply: N/A

8. Environmental Standards: ICAO Annex 16, Volume I,
ICAO Annex 16, Volume II, Part II
A.III. **Technical Characteristics and Operational Limitations**

1. **Type Design Definition:** Cessna Airplane Assembly Drawing Number 6300000, Document No. A1WI, latest FAA approved revision.

2. **Description:** Low wing aircraft with retractable tricycle landing gear, T-tail, pressurised cabin, and two turbofan engines pylon mounted on the rear fuselage.

3. **Equipment:**
   - (525-0001 through 525-0359) Equipment List according to AFM, 525FM-00, or later approved revision
   - (525-0360 through 525-0599) Equipment list according to AFM, 525FMA-00, or later approved revision
   - (525-0600 through 0684 and 0686 through 525-0701) Equipment List according to AFM, 525FMB-00, or later approved revision
   - (525-0800 and On) Equipment list according to AFM, 525FMC-00, or later approved revision
   - (see note 3)

4. **Dimensions:**
   - (525-0001 through 525-0701)
     - Span: 14.20 m (46ft. 7in)
     - Length: 12.98 m (42ft. 7in)
     - Height: 4.19 m (13ft. 9in)
     - Wing Area: 22.30 sq.m (240 sq.ft)
   - (525-0800 and On)
     - Span: 14.33 m (47ft. 0in)
     - Length: 12.98 m (42ft. 7in)
     - Height: 4.27 m (14ft. 0in)
     - Wing Area: 22.30 sq.m (240 sq.ft)

5. **Engine:**
   - **5.1.1 Model:**
     - (525-0001 through 525-0599) Two Williams International LLC FJ44-1A turbofans
     - (525-0600 through 0684 and 0686 through 525-0701) Two Williams International LLC FJ44-1AP (P/N 72100-200) turbofans
     - (525-0685 and 525-0800 and On) Two Williams International LLC FJ44-1AP (P/N 72100-201) turbofans
   - **5.1.2 Type Certificate:** TCDS IM.E.016
5.1.3 Limitations:

Static thrust standard day, sea level:
Take off:
(525-0001 through 525-0599)* 862 kg (1,900 lbs)
(525-0600 through 525-0701 and 0800 and On)*
891 kg (1,965 lbs)
* Other engine limitations: referred to the engine TC

6. Max. permissible engine rotor operating speeds (Takeoff and Maximum Continuous):

N1(fan) (525-0001 through 525-0599) 104.4% (100% = 17,245 rpm)
N2 (Gas Gen.) (525-0001 through 525-0599) 99.3% (100% = 41,200 rpm)
N1(fan) (525-0600 through 525-0684) 102.64% (100% = 17,245 rpm)
and 525-0686 through 525-0701)
N1(fan) (525-0685 and 525-0800 and On) 104.7% (100% = 17,245 rpm)
N2 (Gas Gen.) (525-0600 through 525-0701 100.0% (100% = 41,200 rpm)
and 525-0800 and On)

7. Max. permissible interturbine gas temperatures:

Takeoff (525-0001 through 525-0599) 820 Degrees C
Max. continuous (525-0001 through 525-0599) 796 Degrees C
Transient (starting 5 sec.) (525-0001 through 525-0599) 1000 Degrees C
Takeoff (525-0600 through 525-0701 and 525-0800 and On) 855 Degrees C (5 min, 10 min OEI)
Max. continuous (525-0600 through 525-0701 835 Degrees C
and 525-0800 and On)
Transient (starting 15 sec.) (525-0600 through 525-0701 1000 Degrees C and 525-0800 and On)

8. Fluids:

8.1 Fuel:

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<td>MIL-DTL-5624</td>
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<td>RT</td>
<td>GOST 10227</td>
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<td>TS-1</td>
<td>GOST 10227</td>
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(525-0600 through 525-0684 and 525-0686 through 525-0701)
### Fuel Type Specifications

<table>
<thead>
<tr>
<th>Fuel Type</th>
<th>Specification</th>
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<tbody>
<tr>
<td>Jet A</td>
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<td>GOST 10227</td>
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<td>TS-1</td>
<td>GOST 10227</td>
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</table>

(525-0685 and 525-0800 and On)

<table>
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<tr>
<th>Fuel Type</th>
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<tbody>
<tr>
<td>Jet A</td>
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8.2 Oil:
- Mobil Jet II MIL-L-23699
- Mobil 254 MIL-L-23699
- Exxon 2380 MIL-L-23699 (Emergency only)

8.3 Coolant: Not applicable

9. Fluid capacities:

9.1 Fuel:

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<th>Description</th>
<th>Details</th>
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<tr>
<td>Total usable:</td>
<td>3220 lb (477 gal/ 1805, 6 litres). Two wing tanks with 1610 lbs. (238.5 gal/ 902, 8 litres); +252.99 in. aft of datum.</td>
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<tr>
<td>Total usable:</td>
<td>3296 lb (492 gal/ 1862,4 litres). Two wing tanks with 1648 lbs. (246 gal/ 931,2 litres); +253.0 in. aft of datum. (See Note 2 for unusable)</td>
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9.2 Oil:

<table>
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<th>Description</th>
<th>Details</th>
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<td>2.0 quarts usable each engine; +312.30 in. aft of datum.</td>
<td></td>
</tr>
<tr>
<td>3.4 quarts usable each engine; +314.74 in. aft of datum. (See Note 2 for unusable)</td>
<td></td>
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</table>

9.3 Coolant system capacity: Not Applicable
10. Air Speeds:

**Maximum Operating Speeds**

- $V_{MO}$
  - Sea Level to 30,500 feet: 263 KIAS (260 KCAS)
  - $M_{MO}$ above 30,500 feet: 0.71 M (0.70 Mach calibrated)

**Manoeuvring Speeds**

- $V_A$ (Manoeuvring sea level)
  - 10,400 lb. (525-0001 through 525-0359): 199 KIAS (198 KCAS)
  - 10,600 lb. (525-0360 through 525-0599)*: 201 KIAS (200 KCAS)
  - *See AFM for variations with weight and altitude.

- 10,700 lb. (525-0600 through 525-0701 and 0800 and On)*: 202 KIAS (201 KCAS)
  - *See AFM for variations with weight and altitude.

**Speed for max. gust intensity**

- $V_B$: 217 KIAS (215 KCAS)

**Flaps Extended**

- $V_{FE}$
  - Flaps 15° (Takeoff and approach): 200 KIAS (198 KCAS)
  - Flaps 35° (Landing): 161 KIAS (160 KCAS)

**Landing Gear Operating**

- Flaps 60° (Ground Flaps): Prohibited in Flight

**Minimum Control Air Speeds**

- $V_{LO}$
  - (525-0001 through 525-0701): 186 KIAS (185 KCAS)
  - (525-0001 through 525-0457): 186 KIAS (183 KCAS)
  - (525-0458 through 525-0701 and 525-0800 and On): 175 KIAS (172 KCAS) (Retracting)

- $V_{MCA}$
  - (525-0001 through 525-0599): 92 KIAS (91 KCAS)
  - (525-0600 through 525-0701 and 525-0800 and On) Flaps 0 deg.: 86 KIAS (86 KCAS)
  - (525-0600 through 525-0701 and 525-0800 and On) Flaps 15 deg.: 77 KIAS (77 KCAS)
Landing Gear
Extended

Speed Break
Extended

Maximum Autopilot
Operating Speed
Sea level to 30,500ft
Above 30,500ft

\( V_{\text{MCG}} \)

(525-0001 through 525-0359) 95 KIAS (93 KCAS)
(525-0360 through 525-0599) 93 KIAS (93 KCAS)
(525-0600 through 525-0701 and 0800 and On) 89 KIAS (92 KCAS)

\( V_{\text{LE}} \)

186 KIAS (183 KCAS)

\( V_{\text{SB}} \)

Any speed with or without flaps

263 KIAS (260 KCAS)

0.71 Mi (0.70 Mach calibrated)

Maximum Tire
Ground Speed

165 knots

11. Maximum Operating Altitude:

12,497 m (41,000 ft)

12. All-weather Operations Capability:

VFR Day and Night
IFR Day and Night
RVSM (See Note 6)
Flight into known icing (See Limitations Section of EASA Approved Airplane Flight Manual)

13. Maximum Weights:

<table>
<thead>
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<th>Aircraft Serial Number</th>
<th>Max. Zero Fuel Weight</th>
<th>Max. Ramp Weight</th>
<th>Max. Take-Off Weight</th>
<th>Max. Landing Weight</th>
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<tr>
<td>525-0001 through 525-0359</td>
<td>3,810 kg (8,400 lbs)</td>
<td>4,763 kg (10,500 lbs.)</td>
<td>4,717 kg (10,400 lbs.)</td>
<td>4,400 kg (9,700 lbs.)</td>
</tr>
<tr>
<td>525-0360 through 525-0599</td>
<td>3,810 kg (8,400 lbs)</td>
<td>4,853 kg (10,700 lbs.)</td>
<td>4,808 kg (10,600 lbs.)</td>
<td>4,445 kg (9,800 lbs.)</td>
</tr>
<tr>
<td>525-0600 through 525-0684 and 0686 through 0701</td>
<td>3,810 kg (8,400 lbs)</td>
<td>4,899 kg (10,800 lbs.)</td>
<td>4,853 kg (10,700 lbs.)</td>
<td>4,491 kg (9,900 lbs.)</td>
</tr>
<tr>
<td>525-0685 and 525-0800 and On</td>
<td>3,856 kg (8,500 lbs)</td>
<td>4,899 kg (10,800 lbs.)</td>
<td>4,853 kg (10,700 lbs.)</td>
<td>4,491 kg (9,900 lbs.)</td>
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14. Centre of Gravity Range:

(525-0001 through 525-0359):

Allowable Forward C.G at 4,763 kg (10,500 lbs)  F.S. 244.14 (22.29% MAC)
Allowable Forward C.G at 4,717 kg (10,400 lbs)  F.S. 244.04 (22.14% MAC)
Allowable Forward C.G at 3,992 kg (8,800 lbs) to 2,722 kg (6,000 lbs)
Allowable Forward C.G up to 3,493 kg (7,700 lbs) to 2,722 kg (6,000 lbs)
Aft C.G Up to 4,763 kg (10,500 lbs) to 2,722 kg (6,000 lbs)

(525-0360 through 525-0599):
Allowable Forward C.G at 4,853 kg (10,700 lbs) to 2,722 kg (6,000 lbs)
Allowable Forward C.G at 4,808 kg (10,600 lbs) to 2,722 kg (6,000 lbs)
Allowable Forward C.G at 3,992 kg (8,800 lbs) to 2,722 kg (6,000 lbs)
Aft C.G Up to 4,853 kg (10,700 lbs) to 2,722 kg (6,000 lbs)

(525-0600 through 525-0701 and 0800 and On):
Allowable Forward C.G at 4,899 kg (10,800 lbs) to 2,722 kg (6,000 lbs)
Allowable Forward C.G at 4,853 kg (10,700 lbs) to 2,722 kg (6,000 lbs)
Allowable Forward C.G at 3,992 kg (8,800 lbs) to 2,722 kg (6,000 lbs)
Aft C.G Up to 4,899 kg (10,800 lbs) to 2,722 kg (6,000 lbs)
Landing Gear Retracting Moment +632.65 in-lb

Empty Wt. C.G. Range
MAC

69.077 in. (L.E. of MAC at +228.745 in. aft of datum)

15. Datum: 94.0 in forward of the front face of the forward pressure bulkhead

16. Control surface deflections:
   Elevator
   Up 20 +/−1 degrees (525-0001 through 525-0599)
   Up 18.5 +/−.5 degrees (525-0600 through 525-0701 and 0800 and On)
   Down 15 +/−1 degrees
Elevator Trim Tab  Up 12 +/-1 degrees  Down 20 +/-1 degrees

Rudder  Right 30 +/-1 degrees  Left 30 +/-1 degrees

Rudder Trim Tab  Right 20 +/-1 degrees  Left 20 +/-1 degrees

Aileron  Up 23.5 +/-1 degrees  Down 20.5 +/-1 degrees

Aileron Trim Tab  Up 20 +/-1 degrees  Down 18 +/-1 degrees

Wing Flap  Up 0 +/-1 degrees  T.O./Appr. 15 +/-1 degrees  Land 35 +/-1 degrees  Ground 60 +/-1 degrees

Speed Brakes - Upper  Up 0 to 49 +/-2 degrees

Speed Brakes - Lower  Down 0 to 68 +/-2 degrees

Thrust Attenuators  Stow -6 +/-1 degrees (525-0001 through 525-0599)  (Ref to Engine Long. Axis)

Thrust Attenuators  Deploy 54 +/-1 degrees (525-0001 through 525-0599)  (Ref to Engine Long. Axis)

Thrust Attenuators not applicable (525-0600 through 525-0701 and 0800 and On)  See Airplane Maintenance Manual for rigging instructions.

17. Levelling Means:  Longitudinal- Left hand upper floorboard aft of FS 151.00
                        Lateral- Left hand and right hand upper floorboard aft of FS 152.00. Level is determined with a level gauge placed on the cabin door floor longeron.

18. Minimum Flight Crew:  (see note 3 for cockpit equipment/arrangement restrictions): One pilot (in the left seat) plus additional equipment as specified in the Kinds of Operation Equipment List (KOEL) contained in the Limitations Section of the FAA Approved Airplane Flight Manual or
                         One pilot and one co-pilot
19. Maximum Passenger Seating Capacity:
   6 Passengers

20. Baggage/Cargo Compartments:

   (525-0001 through 525-0599)
   Nose Compartment 181.4 kg (400 lbs. +74.0 in. aft of datum)
   Aft Cabin 45.4 kg (100 lbs. +270.70 in. aft of datum)
   Tailcone 147.4 kg (325 lbs. +356.50 in. aft of datum)

   (525-0600 through 525-0701 and 0800 and On)
   Nose Compartment 181.4 kg (400 lbs. +74.0 in. aft of datum)
   Tailcone 147.4 kg (325 lbs. +356.50 in. aft of datum)

21. (Reserved):

A.IV. Operating and Service Instructions

1. Flight Manual: Airplanes must be operated according to the FAA Approved AFM, part number 525FM-00 (or later approved revision for serials 0001 through 0359), 525FMA-00 (or later approved revision for serials 0360 through 0599), 525FMB-00 (or later approved revision for serials 0600 through 0684 and 0686 through 0701), 525FMC-00 (or later approved revision for serials 0685 and 0800 and On). All placards required by either the FAA Approved AFM, the applicable operating rules, or the certification basis, must be installed as specified for this Type Certificate via Parts List 6300000, Airplane Assembly. A useful placard reference is the Textron Aviation Illustrated Parts Catalogue (IPC). Any discrepancies identified between the IPC and an aircraft under inspection needs to be reconciled using the previously stated parts list.

2. Technical Manual: Model 525 Maintenance Manual, 525MM00 (or later approved revision for serials 0001 through 0684 and 0686 through 0701), 525MMC-00 (or later approved revision for serials 0685 and 0800 and On). See Chapter 4, “Airworthiness Limitations” for inspections, mandatory retirement life information and other requirements for continued airworthiness. “Airworthiness Limitations” may not be changed without the approval of EASA.
A.V. **Operational Suitability Data**

OSD FC  
OSD FC Original from 20 Jun 2014 or later approved Revision

MMEL  
MMEL 525CPMEU-01-00 or later Approved Revision

A.VI. **Notes:**

1. Fuel not having anti-icing additive must have MIL-I-27686 or MIL-I-85470 or T1301 anti-icing additive blended into the aircraft blended into the aircraft fuel in concentrations not less than 0.10 percent or more than 0.15 percent by volume.

2. Current weight and balance information, including list of equipment included in certificated empty weight, and loading instruction are provided for each airplane in the FAA Approved Airplane Flight Manual (AFM) at the time of original certification.

The certified empty weight must include:

<table>
<thead>
<tr>
<th>Description</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable Fuel</td>
<td>30.64 lb</td>
</tr>
<tr>
<td>Full oil</td>
<td>15.5 lb</td>
</tr>
<tr>
<td>Full oil</td>
<td>15.6 lb</td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td>27.5 lb</td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td>16.78 lb</td>
</tr>
<tr>
<td>Anti-ice Fluid</td>
<td>3.4 lb</td>
</tr>
</tbody>
</table>

3. Approval for operation with a minimum crew of one pilot is based upon the cockpit equipment installation and arrangement evaluated during FAA certification testing. No significant changes may be made to the installed cockpit equipment or arrangement (EFIS, autopilot, avionics, etc), except as permitted by the approved MMEL, without prior approval from the responsible Authority.

4. Required placards and markings are listed in Chapter Eleven (11) of Maintenance Manual, part number 525MM00 (or later approved revision for serials 0001 through 0684 and 0686 through 0701), 525MMC-00 (or later approved revision for serials 0685 and 0800 and On).

5. All replacement seats (crew and passenger), although they may comply with TSO C39, must also be demonstrated to comply with 14 CFR §§23.321, 23.395, 23.561, 23.562, and 23.785.
The foam cushion buildup of all seats (crew and passenger) may not be altered. Any deviations in the foam construction or stiffness must be demonstrated by test to comply with the listed 14 CFR 23 paragraphs. The RH side facing seat lap belt shall have a buckle which opens from left to right, thereby preventing the buckle’s own inertia from causing to open. Any other configuration must be verified by dynamic test.

6. Certain airplane Serial Numbers meet the initial airworthiness requirements for operation in Reduced Vertical Separation Minimum (RVSM) airspace. See table below:

<table>
<thead>
<tr>
<th>S/N 525-0001 through 525-0358</th>
<th>Airplanes that have accomplished Cessna Service Bulletin SB525-34-41</th>
</tr>
</thead>
<tbody>
<tr>
<td>S/N 525-0359</td>
<td>Received factory installation of Dual Ametek AM-250 altimeters</td>
</tr>
<tr>
<td>S/N 525-0360 through 525-0599</td>
<td>Airplanes that have received factory installation* of optional Ametek AM-250 copilot's altimeter; or Airplanes that have received factory installation* of optional Collins Pro Line 21 copilot’s Air Data Computer and Primary Flight Display; or Airplanes that have accomplished Cessna Service Bulletin SB525-34-40.</td>
</tr>
<tr>
<td>S/N 525-0600 through 0684 and 0686 through 525-0701</td>
<td>All airplanes are equipped with Collins Pro Line 21 dual Air Data Computers and pilot's and copilot's Primary Flight Displays as standard equipment.</td>
</tr>
<tr>
<td>S/N 525-0685 and 525-0800 &amp; On</td>
<td>All airplanes are equipped with Garmin G3000.</td>
</tr>
</tbody>
</table>

* Equipment installed by the Textron Aviation factory will be identified in the individual airplane equipment list.

Each operator must obtain RVSM operating approval directly from the FAA.


8. The Model 525 S/N 0001 through 0359 is also known as Citation Jet (CJ), Model 525 S/N 0360 through 0599 is known as Citation Jet 1 (CJ1), Model
525 S/N 0600 through 0684 and 0686 through 0701 is known as Citation Jet1+ (CJ1+), and the Model 525 S/N 0685 and 0800 and On is known as the M2.
SECTION B: 525A

B.I. General

1. Data Sheet No.: EASA IM A.078 Issue 9
2. a) Type: 525
   b) Model: 525A
   c) Variant: N/A
3. Airworthiness Category: 14 CFR 23 Normal Category
4. Type Certificate Holder: Textron Aviation Inc.
   One Cessna Boulevard
   Wichita, Kansas 67215
   USA
5. Manufacturer: Textron Aviation Inc.
   One Cessna Boulevard
   Wichita, Kansas 67215
   USA
6. Certification Application Date: 14 May 1998 for 525A0001 and on
7. FAA Type Certificate Date: 21 June 2000 (525A0001 and on)
8. (Reserved)

B.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements: 14 May 1998
2. Airworthiness Requirements: (525A0001 and On)

   14 CFR 23, effective February 1, 1965, as amended by Amendments 23-1 through 23-40;
   except for additional paragraphs listed, and for paragraphs for Engines and FADECs only as amended by Amendments 23-1 through 23-54:

   Additions:


   14 CFR §§23.943, 23.951, 23.957, 23.961, 23.967, 23.991, 23.993, 23.997, 23.999, 23.1001, 23.1011,


The EASA Aircraft Type Certification standard includes that of FAA TCDS A1WI, based on individual EU member state acceptance or certification of this standard prior to 28 September 2003; Other standards conforming to TC/TCDS standards certified by individual EU member States prior to 28 September 2003 are also acceptable.

(525A0300 and On)
Additions:

The following paragraphs applicable for engines and FADEC’s which are, CS23.777, 23.779, 23.865, 23.867, 23.901, 23.903, 23.955, 23.973, 23.1041, 23.1045, 23.1091, 23.1093, 23.1103, 23.1121, 23.1123, 23.1141, 23.1145, 23.1181,
3. Special Conditions: 23-ACE-55, additional requirements for:

Smoke evacuation, protection of electronic systems from lightning and high intensity radiated electromagnetic fields (HIRF), electronic flight instrument displays, thrust attenuating systems (thrust attenuating systems not applicable 525A0300 and On), engine fire extinguishing system, performance, including takeoff, takeoff speeds, accelerate-stop, takeoff path, takeoff distance and takeoff run, takeoff flight path, climb one engine inoperative, landing, balked landing, climb, minimum control speed, trim, static longitudinal stability, demonstration of static longitudinal stability, static directional and lateral stability, wings level stall, turning flight and accelerated stalls, stall warning, vibration and buffeting, high speed characteristics, airspeed indicating system, static pressure system, maximum operating speed limit, minimum flight crew, operating limitations, operating procedures, performance information, airspeed indicator, effects of contamination on Natural Laminar Flow airfoils, definitions, and AFM approved information.

23-102-SC, High Altitude Operation (45,000 feet).

Additional requirements for ventilation, air conditioning, pressurized cabins, oxygen equipment and supply, supplemental oxygen, oxygen distribution and equipment. (See Note 6)

4. (Reversed)

5. Deviations: No. 5759 granted to use a relaxed “Dutch Roll” damping criteria above 18,000 feet in lieu of damping criteria of 14 CFR 23.181(b).

6. Equivalent Safety Findings: ACE-00-01: 14 CFR §§23.1305(c)(2), (c)(5), and 23.1549(a) through (d), direct reading, digital only
displays for the high-pressure turbine speed (N2), and fuel flow indications.


ACE-00-05: 14 CFR §§23.841(a), to allow small temporary cabin altitude excursions above 15,000 feet in the event of any probable pressurization system failure.

7. Requirements elected to comply:

ICAO Annex 16, Volume II, Part II
(further details refer to TCDSN.IM.078)

9. Additional National Requirements: (Reserved)

10. (Reserved)

B.III. Technical Characteristics and Operational Limitations


2. Description: Low wing aircraft with retractable tricycle landing gear, T-tail, pressurised cabin, and two turbofan engines pylon mounted on the rear fuselage.

3. Equipment: (525A0001 through 525A0299)
Equipment List according to AFM, 525AFM-04, or later approved revision
(525A0300 and On)
Equipment list according to AFM, 525AFMA-00, or later approved revision (see note 5)

4. Dimensions: (525A0001 through 525A0299) (525A0300 and On)

Span 15.09 m(49ft. 6in) 15.09 m(49ft. 6in)
Length 14.53 m(47ft. 8in) 14.53 m(47ft. 8in)
Height 4.27 m(14ft. 0in) 4.32 m(14ft. 2.23in)
Wing Area 24.53 sq.m(264 sq.ft) 24.53 sq.m(264 sq.ft)

5. Engine:

5.1.1 Model: (525A0001 through 525A0299) Two Williams International
LLC FJ44-2C turbofans
(525A0300 and On) Two Williams International LLC FJ44-3A-24 turbofans

5.1.2 Type Certificate: TCDS IM.E.016
5.1.3 Limitations: Static thrust standard day, sea level:
Take off:
(525A0001 through 525A0299) 1, 089 kg (2,400 lbs)
(525A0300 and On) 1, 129 kg (2,490 lbs)

6. Max. Permissible engine rotor operating speeds (Takeoff and Maximum Continuous)

\n\begin{align*}
N_1 & (\text{fan}) \ (525A0001 \text{ through } 525A0299) \ \text{105.2\% } (100\% = 17,245 \ \text{r.p.m.}) \\
N_2 & (\text{Gas Gen.}) \ (525A0001 \text{ through } 525A0299) \ \text{98.8\% } (100\% = 41,200 \ \text{r.p.m.}) \\
N_1 & (\text{fan}) \ (525A0300 \text{ and on}) \ \text{102.78\% } (100\% = 18,000 \ \text{r.p.m.}) \\
N_2 & (\text{Gas Gen.}) \ (525A0300 \text{ and on}) \ \text{100.00\% } (100\% = 41,200 \ \text{r.p.m.}) \\
\end{align*}

7. Max. permissible interturbine gas temperatures.

Takeoff (525A0001 through 525A0299) 820 Degrees C
Max. Continuous (525A0001 through 525A0299) 805 Degrees C
Transient (Starting 15 sec.) (525A0001 through 525A0299) 1000 Degrees C
Takeoff (525A0300 and on) 877 Degrees C (5 min, 10 min OEI)
Max. Continuous (525A0300 and on) 840 Degrees C
Transient (Starting 15 sec.) (525A0300 and on) 1000 Degrees C

8. Fluids:

8.1 Fuel:
(525A0001 through 525A0299)
(525A0300 and On)

8.2 Oil:
Mobil Jet II MIL-L-23699 (Preferred)
Mobil 254 MIL-L-23699
Exxon 2380 MIL-L-23699

8.3 Coolant:
Not applicable

9. Fluid capacities:

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9.1 Fuel: Total usable: 3,961 lb (586.8 gal/ 2221, 2 litres). Two wing tanks with 1,980.5 lbs. (293.4 gal/ 1110, 6 litres) usable each; +288.68 in. aft of datum.
(See Note 1 for unusable fuel)

9.2 Oil: (525A0001 through 525A0299)
2.0 quarts usable each engine; +364.3 in. aft of datum. (See Note 1)
(525A0300 and On)
3.75 quarts usable each engine; +371.44 in. aft of datum. (See Note 1)

9.3 Coolant system capacity: Not applicable

10. Air Speeds:

Maximum Operating $V_{MO}$
(525A0001 and On)
Sea Level to 8,000 feet 260 KIAS (260 KCAS)
(525A0001 through 525A0299)
8,000 ft to 29,300 ft 275 KIAS
(Varies linearly between 274 KCAS and 272 KCAS)
(525A0300 and On)
8,000 ft to 29,124 ft 278 KIAS
(Varies linearly between 277 KCAS and 275 KCAS)

$M_{MO}$
(525A0001 through 525A0299)
Above 29, 300 ft. 0.72 MI (0.707 Mach calibrated)
(525A0300 and On)
Above 29, 124 ft. 0.737 MI (0.722 Mach calibrated)

Manoeuvring $V_{A}$ (Manoeuvring sea level)
(525A0001 thru’ 525A0299)* 197 KIAS (197 KCAS)
(525A0300 and On)* 196 KIAS (196 KCAS)
* See AFM for variations with weight and altitude

Speed for max.gust intensity $V_{B}$
217 KIAS (217 KCAS)

Flaps Extended $V_{FE}$
15 degrees (takeoff and approach)
200 KIAS (200 KCAS)
35 degrees (landing)
161 KIAS (161 KCAS)
60 degrees (ground flaps) prohibited in flight
Maximum speed with flaps failed to 60 degrees
(ground flaps) 140 KIAS (140KCAS) (Emergency only)

Landing Gear Operating $V_{LO}$
Extend 200 KIAS (200 KCAS)
Retract 200 KIAS (199 KCAS)

Minimum Control Air $V_{MCA}$
(525A0001 through 525A0299) 89 KIAS (90 KCAS)
(525A0001 through 525A0299) 81 KIAS (82 KCAS)
(525A0300 and On) 83 KIAS (84 KCAS)
(525A0300 and On) 76 KIAS (77 KCAS)

Minimum Control Ground $V_{MCG}$
(525A0001 through 525A0299) 89 KIAS (90 KCAS)
(525A0300 and on) 79 KIAS (80 KCAS)

Landing Gear Extended (525A0001 through 525A0299)
Landing Gear Extended (525A0300 and on) $V_{LE}$
200 KIAS (199 KCAS)

Speed Break Extended $V_{SB}$ Any speed with or without flaps

Maximum Autopilot Operating Speed Any normal operating speed

Maximum Tire Ground Speed 165 knots

11. Maximum Operating Altitude: 13, 716 m (45,000 ft)
12. All-weather Operations Capability: VFR Day and Night
I.FR Day and Night
RVSM (See Note 7)
Flight into known icing (See Limitations Section of EASA Approved Airplane Flight Manual)

13. Maximum Weights:

<table>
<thead>
<tr>
<th>Aircraft Serial Number</th>
<th>Max. Zero Fuel Weight</th>
<th>Max. Ramp Weight</th>
<th>Max. Take-Off Weight</th>
<th>Max. Landing Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>525A0001 through 525A0299</td>
<td>4,218 kg (9,300 lbs)</td>
<td>5,670 kg (12,500 lbs.)</td>
<td>5,613 kg (12,375 lbs.)</td>
<td>5,216 kg (11,500 lbs.)</td>
</tr>
<tr>
<td>525A0300 and On</td>
<td>4,400 kg (9,700 lbs)</td>
<td>5,727 kg (12,625 lbs.)</td>
<td>5,670 kg (12,500 lbs.)</td>
<td>5,228 kg (11,525 lbs.)</td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range: (Gear Extended)*

(525A0001 through 525A0299):

- Allowable Forward C.G at 5,670 kg (12,500 lbs) F.S. 277.03 (19.66% MAC)
- Allowable Forward C.G at 5,613 kg (12,375 lbs) F.S. 276.89 (19.46% MAC)
- Allowable Forward C.G at 4,173 kg (9,200 lbs) to 3,856 kg (8,500 lbs) F.S. 273.33 (14.50% MAC)
- Allowable Forward C.G up to 3,402 kg (7,500 lbs) F.S. 277.99 (21.00% MAC)
- Aft C.G Up to 5,670 kg (12,500 lbs) to 3402 kg (7,500 lbs) F.S. 283.72 (29.00% MAC)

(525A0300 and On):

- Allowable Forward C.G at 5,727 kg (12,625 lbs) F.S. 277.17 (19.86% MAC)
- Allowable Forward C.G at 5,670 kg (12,500 lbs) F.S. 277.03 (19.66% MAC)
- Allowable Forward C.G at 4,173 kg (9,200 lbs) to 3,856 kg (8,500 lbs) F.S. 273.33 (14.50% MAC)
- Allowable Forward C.G up to 3,856 kg (7,500 lbs) F.S. 277.99 (21.00% MAC)
- Aft C.G Up to 5,727 kg (12,625 lbs) to 3,856 kg (7,500 lbs) F.S. 283.73 (29.00% MAC)

* Straight line variation between given points

Landing Gear Retracting Moment
Empty Wt. C.G. Range
MAC +687.27 in-lb
None
71.720 in. (L.E. of MAC at +262.926 in. aft of datum)
15. Datum: 94.0 in forward of the front face of the forward pressure bulkhead

16. Control surface deflections:

- **Elevator**
  - Up 18.5 +/- 0.5 degrees
  - Down 15 +/- 1 degrees

- **Elevator Trim Tab**
  - Up 9 +/- 1 degrees
  - Down 23 +/- 1 degrees

- **Rudder**
  - Right 35 +/- 1 degrees
  - Left 35 +/- 1 degrees

- **Rudder Trim Tab**
  - Right 20 +/- 1 degrees
  - Left 20 +/- 1 degrees

- **Aileron**
  - 2.0 +/- 0.5 degrees (Neutral position TE Up)
    - Up from neutral 23.5 +/- 1 degrees
    - Down from neutral 20.5 +/- 1 degrees

- **Aileron Trim Tab**
  - Up 20 +/- 1 degrees
  - Down 18 +/- 1 degrees

- **Wing Flap**
  - Up 0 +/- 1 degrees
  - T.O./Appr. 15 +/- 1 degrees
  - Land 35 +/- 1 degrees
  - Ground 60 +/- 1 degrees

- **Speed Brakes - Upper**
  - Up 0 to 49 +/- 2 degrees

- **Speed Brakes - Lower**
  - Down 0 to 68 +/- 2 degrees

- **Thrust Attenuators**
  - Stow - 4.5 +/- 0.3 degrees (525A0001 through 525A0299)
    - (Ref to Engine Long. Axis)
  - Deploy 65 +/- 1 degrees (525A0001 through 525A0299)
    - (Ref to Engine Long. Axis)

- **Thrust Attenuators not applicable (525A0300 and On)**

See Airplane Maintenance Manual for rigging instructions.

17. Levelling Means:

Longitudinal- Place 525A Levelling Tool across inboard crew seat rails at approximately FS 148. Ensure Levelling Tool is parallel to fuselage station plane and is resting solidly on seat rails. Position inclinometer on Levelling Tool with base perpendicular to the long axis of the Levelling Tool at BL 0.0.

Lateral- Place 525A Levelling Tool across inboard crew seat rails at approximately FS 148. Ensure Levelling Tool is parallel to fuselage station plane and is resting solidly on seat rails. Position inclinometer on Levelling Tool with base parallel to the long axis of the Levelling Tool.
18. Minimum Flight Crew: (see note 5 for cockpit equipment/arrangement restrictions):
   One pilot (in the left seat) plus additional equipment as specified in the Kinds of Operation Equipment List (KOEL) contained in the Limitations Section of the FAA Approved Airplane Flight Manual or
   One pilot and one co-pilot

19. Maximum Passenger Seating Capacity: 8 Passengers

20. Baggage/Cargo Compartments:

   (525A0001 through 525A0299)
   Nose Compartment 181.4 kg (400 lbs. at +74.0 in. aft of datum)
   Aft Cabin 45.4 kg (100 lbs. at 301.7 in. aft of datum)
   Tailcone 272.2 kg (600 lbs. at 384.60 in. aft of datum)

   (525A0300 and On)
   Nose Compartment 181.4 kg (400 lbs. at +74.0 in. aft of datum)
   Tailcone 272.2 kg (600 lbs. at 384.60 in. aft of datum)

21. (Reserved):

B.IV. Operating and Service Instructions

1. Flight Manual: Airplanes must be operated according to the FAA Approved Airplane Flight Manual, Part number 525AFM-04 (or later approved revision for serials 0001 through 0299), 525AFMA-00 (or later approved revision for serials 0300 and on).

2. Technical Manual: Model 525A Maintenance Manual, 525AMM-05 or later approved revision. See Chapter 4, “Airworthiness Limitations” for inspections, mandatory retirement life information and other requirements for continued airworthiness. “Airworthiness Limitations” may not be changed without the approval of EASA.

B.V. Operational Suitability Data
B.VI. **Notes:**

1. Current weight and balance information, including list of equipment included in certificated empty weight, and loading instructions are provided for each airplane in the FAA Approved Airplane Flight Manual (AFM) at the time of original certification. The certified empty weight must include:

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Weight (lb)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable Fuel (525A0001 and On)</td>
<td>76.7 lb</td>
</tr>
<tr>
<td>Full oil (525A0001 through 525A0299)</td>
<td>15.07 lb</td>
</tr>
<tr>
<td>Full oil (525A0300 and On)</td>
<td>18.4 lb</td>
</tr>
<tr>
<td>Hydraulic Fluid (525A0001 through 525A0299)</td>
<td>18.9 lb</td>
</tr>
<tr>
<td>Hydraulic Fluid (525A0300 and On)</td>
<td>25.9 lb</td>
</tr>
<tr>
<td>Anti-ice Fluid (525A0001 and On)</td>
<td>3.4 lb</td>
</tr>
</tbody>
</table>

2. Airplanes must be operated according to the FAA Approved AFM, part number 525AFM-04 (or later approved revision for Serials 525A0001 through 525A0299), 525AFMA-00 (or later approved revision for Serials 525A0300 and On). All placards required by either the FAA Approved AFM, the applicable operating rules, or the certification basis, must be installed as specified for this Type Certificate via Parts List 6300001, Airplane Assembly. A useful placard reference is the Textron Aviation Illustrated Parts Catalogue (IPC). Any discrepancies identified between the IPC and an aircraft under inspection needs to be reconciled using the previously stated parts list.


4. All replacement seats (crew and passenger), although they may comply with TSO C39, must also be demonstrated to comply with 14 CFR §§23.321, 23.395, 23.561, 23.562, and 23.785. The foam cushion buildup of all seats (crew and passenger) may not be altered. Any deviations in the foam construction or stiffness must be demonstrated by test to comply with the listed 14 CFR 23 paragraphs. The RH side facing seat lap belt shall have a buckle which opens from left to right, thereby preventing the buckle’s own inertia from causing to open. Any other configuration must be verified by dynamic test.
5. Approval for operation with a minimum crew of one pilot is based upon the cockpit equipment installation and arrangement evaluated during FAA certification testing. No significant changes may be made to the installed cockpit equipment or arrangement (EFIS, autopilot, avionics, etc.), except as permitted by the approved MMEL, without prior concurrence from the responsible NAA.

6. Model 525A airplanes have been approved for high altitude operations (altitudes above 41,000 feet), by Special Conditions. Any modifications to the pressure vessel must be approved in accordance with the requirements as shown in the certification basis. This includes modifications which could result in a pressure vessel opening, either through crack-growth or antenna loss, greater than 3.00 sq.in.

7. Certain airplane Serial Numbers meet the initial airworthiness requirements for operation in Reduced Vertical Separation Minimum (RVSM) airspace. See table below:

| S/N 525A0001 through 525A0299 | Airplanes that have received factory installation* of optional Ametek AM-250 copilot’s altimeter or; Airplanes that have received factory installation* of optional Collins Pro Line 21 copilot’s Air Data Computer and Primary Flight Display; or Airplanes that have accomplished Cessna Service Bulletin SB525A-34-01. |
| S/N 525A0300 and On | All airplanes are equipped with Collins Pro Line 21 dual Air Data Computers and pilot’s and copilot’s primary Flight Displays as standard equipment. |

* Equipment installed by the Textron Aviation factory will be identified in the individual airplane equipment list. Each operator must obtain RVSM operating approval directly from the FAA.


9. The Model 525A S/N 0001 to 0299 is also known as Citation Jet 2 (CJ2), Model 525A S/N 0300 and on is known as Citation Jet2+ (CJ2+).
SECTION C: 525B

C.I. General

1. Data Sheet No.: EASA IM A.078 Issue 9
2. a) Type: 525
   b) Model: 525B
   c) Variant: N/A
3. Airworthiness Category: CS 23 Normal Category
4. Type Certificate Holder: Textron Aviation Inc.
   One Cessna Boulevard
   Wichita, Kansas 67215
   USA
5. Manufacturer: Textron Aviation Inc.
   One Cessna Boulevard
   Wichita, Kansas 67215
   USA
6. Certification Application Date: 28 May 2003 for 525B-0001 and on
7. FAA Type Certificate Date: 15 October 2004
8. EASA Type Certificate Date: 16 June 2006

C.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements: 28 May 2003
2. Airworthiness Requirements: CS-23, Initial issue, dated 14 November 2003 with the following paragraphs retained at 14 CFR 23 through Amendment 40:
   §§ 23.773, 23.775, 23.807, 23.865, 23.1309 (CS23.1309 for the engine FADEC installation only), 23.1419, 23.1431, 23.1441, 23.1451, and 23.1543
   Compliance with ice protection has been demonstrated in accordance with CS 23.1416 and 23.1419 (See Note 8)
   (525B-0057 and 525B-0451 and On)
   CS-ACNS, issue 2

3. Special Conditions:
CRI A-06  CS23 Jets beyond 5670 kg (12500 lbs)
CRI B-01  Human Factors
CRI B-02  CS23 Jet requirements
CRI B-03  High Altitude Operation
CRI E-01  FADEC Integration
CRI F-01  Protection from the Effects of HIRF
CRI F-02  Protection from the Direct Effects of Lightning strike
CRI F-03  Protection from the Indirect Effects of Lightning strike
CRI F-04  Equipment Systems and Installations
CRI F-05  Databases and Configuration Files
CRI F-06  Digital Devices Design Assurance

(525B0057, 525B0451 and on)

CRI B-52  Human Factors - Integrated Avionics Systems and associated SC-B 23.div-01, Issue 1

CRI F-93  Flight Recorders including Data Link Recording and associated SC-F23.1457-01, Issue 2

4.  (Reserved)

5.  Deviations:

No. 7981 to permit certification in the Commuter category.
No. 5759 granted to use a relaxed “Dutch Roll” damping criteria above 18,000 feet in lieu of damping criteria of 14 CFR 23.181(b).

6.  Equivalent Safety Findings:

CRI E-02  Digital reading N2
CRI D-01  Cabin Pressurisation high altitude TO/L
CRI D-02  Cabin Pressurisation Excursion
CRI D-03  Passenger Entry Door
CRI D-04  Aisle Width
C.III. Technical Characteristics and Operational Limitations


2. Description: Low wing aircraft with retractable tricycle landing gear, T-tail, pressurised cabin, and two turbofan engines pylon mounted on the rear fuselage.

3. Equipment: Equipment List according to AFM, 525BFM-00 or later approved revision.
   (See Note 2)

4. Dimensions:
   - Span: 16.13 m (52 ft. 10in)
   - Length: 15.29 m (50 ft. 2in)
   - Height: 4.62 m (15 ft. 2in)
   - Wing Area: 27.32 sq.m (294 sq.ft)

5. Engine:
   5.1.1 Model: (525B0001 and On)
   Two Williams International, L.L.C FJ44-3A turbofans

   5.1.2 Type Certificate: TCDS IM.E.016

   5.1.3 Limitations: Static thrust standard day, sea level:
   Take off:
   (525B0001 and On) 1,279 kg (2,820 lbs)

   5.1.4 Max. permissible engine rotor operating speeds (Takeoff and:
   - N1 (fan) 102.78% (100% = 18,000 rpm)
   - N2 (Gas Gen.) 100.0% (100% = 41,200 rpm)
Maximum Continuous):

5.1.5 Max. permissible interturbine gas temperatures:

<table>
<thead>
<tr>
<th>Condition</th>
<th>Temperature</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
<td>877 Degrees C (5 min, 10 min OEI)</td>
</tr>
<tr>
<td>Max. continuous</td>
<td>840 Degrees C</td>
</tr>
<tr>
<td>Transient (starting 15 sec.)</td>
<td>1000 Degrees C</td>
</tr>
</tbody>
</table>

8. Fluids:


8.2 Oil: Mobil Jet II MIL-L-23699
         Mobil 254 MIL-L-23699

8.3 Coolant: Not applicable

9. Fluid capacities:

9.1 Fuel: Total usable: 4,710 lb (703 gal/ 2661, 1 litres). Two wing tanks with 2,355 lbs. (351 gal/ 1328, 6 litres) usable each; +310.10 in. aft of datum
         (See Note 1 for unusable fuel)

9.2 Oil: (525B0001 and On)
         3.75 quarts usable each engine; +410.44 in. aft of datum
         (See Note 1)

9.3 Coolant system capacity: Not applicable

10. Air Speeds:

Maximum Operating $V_{MO}$

<table>
<thead>
<tr>
<th>Condition</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea Level to 8,000 feet</td>
<td>260 KIAS (257 KCAS)</td>
</tr>
<tr>
<td>8,000 ft to 29,300 ft</td>
<td>278 KIAS (275 KCAS)</td>
</tr>
</tbody>
</table>

$M_{MO}$

Above 29, 300 ft. $0.737 M$ (0.72 Mach calibrated)

Manoeuvring $V_A$ (Manoeuvring sea level)

(525B0001 and On)* 207 KIAS (205 KCAS)

* See AFM for variations with weight and altitude
Speed for max. gust intensity

\[ V_B = 217 \text{ KIAS (215 KCAS)} \]

Flaps Extended

\[ V_{FE} \]

Flaps 15° (takeoff and approach)
200 KIAS (198 KCAS)
Flaps 35° (landing)
161 KIAS (158 KCAS)
Flaps 55° (ground flaps)
Prohibited in Flight

Maximum speed with flaps failed to 55 degrees (ground flaps) (Emergency only)

140 KIAS (138 KCAS)

Landing Gear

\[ V_{LO} \]

Operating
(525B0001 and On)
200 KIAS (198 KCAS)
(Extend)
(525B0001 and On)
200 KIAS (195 KCAS)
(Rettract)

Extended

\[ V_{LE} = 200 \text{ KIAS (195 KCAS)} \]

Minimum Control Air

\[ V_{MCA} \]

(525B0001 and On)
88 KIAS (88 KCAS) (0 degrees) (takeoff)
(525B0001 and On)
81 KIAS (81 KCAS) (15 degrees) (takeoff & approach)

Minimum Control Ground Speed

\[ V_{MCG} = 89 \text{ KIAS (88 KCAS)} \]

Speed Break Extended

\[ V_{SB} \]

Any speed with or without flaps

Maximum Autopilot Operating Speed

Any normal operating speed

Maximum Tire Ground Speed

165 knots

11. Maximum Operating Altitude:

13, 716 m (45,000 ft)

12. All-weather Operations Capability:

VFR Day and Night
IFR Day and Night
RVSM ()

Flight into known icing (See Limitations Section of EASA Approved Airplane Flight Manual)
13. Maximum Weights:

<table>
<thead>
<tr>
<th>Aircraft Serial Number</th>
<th>Max. Zero Fuel Weight</th>
<th>Max. Ramp Weight</th>
<th>Max. Take-Off Weight</th>
<th>Max. Landing Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>525B0001 through 525B0056 &amp; 525B0058 through 525B0450</td>
<td>4,767 kg (10,510 lbs)</td>
<td>6,382 kg (14,070 lbs.)</td>
<td>6,291 kg (13,870 lbs.)</td>
<td>5,783 kg (12,750 lbs.)</td>
</tr>
<tr>
<td>525B0057 &amp; 525B0451 &amp; On</td>
<td>4,842 kg (10,675 lbs.)</td>
<td>6,382 kg (14,070 lbs.)</td>
<td>6,291 kg (13,870 lbs.)</td>
<td>5,783 kg (12,750 lbs.)</td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range: (Gear Extended)*

(525B0001 and On):

- Allowable Forward C.G at 6,382 kg (14,070 lbs) F.S. 298.90 (21.20% MAC)
- Allowable Forward C.G at 4,400 kg (9,700 lbs) to 4,082 kg (9,000 lbs) F.S. 293.90 (14.50% MAC)
- Allowable Forward C.G up to 3,629 kg (8,000 lbs) F.S. 298.70 (21.00% MAC)
- Aft C.G Up to 6,382 kg (14,070 lbs) to 5,897 kg (13,000 lbs) F.S. 304.70 (29.00% MAC)
- Aft C.G Up to 3,629 kg (8,000 lbs) F.S. 302.50 (21.00% MAC)

* Straight line variation between given points

Landing Gear Retracting Moment
Empty Wt. C.G. Range
MAC

+518.64 in-lb (58.6 N-m)
None
74.817 in. (L.E. of MAC at +283.01 in. aft of datum)

15. Datum: 94.0 in forward of the front face of the forward pressure bulkhead

16. Control surface deflections:

- Elevator Up 20.5 +/- 0.5 degrees
  Down 15 +/-1 degrees
- Elevator Trim Tab Up 9.0 +/-1 degrees
  Down 17.0 +/-1 degrees
- Rudder Right 27.0 +/-1 degrees
17. Levelling Means: Longitudinal- Place 525 Levelling Tool across inboard crew seat rails at approximately FS 148. Ensure Levelling Tool is parallel to fuselage station plane and is resting solidly on seat rails. Position inclinometer on Levelling Tool with base perpendicular to the long axis of the Levelling Tool. Adjust the nose gear jack to level aircraft.

Lateral- Place 525 Levelling Tool across inboard crew seat rails at approximately FS 148. Ensure Levelling Tool is parallel to fuselage station plane and is resting solidly on seat rails. Position inclinometer on Levelling Tool with base parallel to the long axis of the Levelling Tool. Adjust the main gear jack to level aircraft.

18. Minimum Flight Crew: (see note 2 for cockpit equipment/ arrangement restrictions): One pilot (in the left seat) plus additional equipment as specified in the Kinds of Operation Equipment List (KOEL) contained in the Limitations Section of the FAA Approved Airplane Flight Manual or One pilot and one co-pilot

19. Maximum Passenger Seating Capacity: 8 Passengers

20. Baggage/Cargo Compartments: (525B0001 through 525B0207)

Nose Compartment 181.4 kg (400 lbs., at +74.0 in. aft of datum)
Aft Cabin 45.4 kg (100 lbs., at 330.20 in. aft of datum)
C.IV. Operating and Service Instructions

1. Flight Manual: Airplanes must be operated according to the FAA Approved AFM, part number 525BFM-00 (or later approved revision for 525B0001 through 525B0056 and 525B0058 through 525B0450) or 525BFMA-00 (or later approved revision for 525B0057 and 525B0451 and On). All placards required by either the FAA Approved AFM, the applicable operating rules, or the certification basis, must be installed as specified for this Type Certificate via Parts List 6300300, Airplane Assembly. A useful placard reference is the Textron Aviation Illustrated Parts Catalogue (IPC). Any discrepancies identified between the IPC and an aircraft under inspection needs to be reconciled using the previously stated parts list.

2. Technical Manual: Model 525B Maintenance Manual, 525BMM00 or later approved revision. See Chapter 4, “Airworthiness Limitations” for inspections, mandatory retirement life information and other requirements for continued airworthiness. “Airworthiness Limitations” may not be changed without the approval of EASA.

C.V. Operational Suitability Data
C.VI. **Notes:**

1. Current weight and balance information, including list of equipment included in certificated empty weight, and loading instructions are provided for each airplane in the FAA Approved Airplane Flight Manual (AFM) at the time of original certification. The certified empty weight must include:
   - Unusable Fuel: 49.68 lb
   - Full oil: 18.40 lb
   - Hydraulic Fluid: 15.09 lb
   - Anti-ice Fluid: 3.40 lb

2. Approval for operation with a minimum crew of one pilot is based upon the cockpit equipment installation and arrangement evaluated during FAA certification testing. No significant changes may be made to the installed cockpit equipment or arrangement (EFIS, autopilot, avionics, etc.), except as permitted by the approved MMEL, without prior concurrence from the responsible Aircraft Certification Office.

3. Required placards and markings are listed in chapter Eleven (11) of Maintenance Manual, part number 525BMM00 (or later approved revision).

4. All replacement seats (crew and passenger), although they may comply with TSO C39, must also be demonstrated to comply with CS 23.321, 23.395, 23.561, 23.562, and 23.785.
   - The foam cushion buildup of all seats (crew and passenger) may not be altered. Any deviations in the foam construction or stiffness must be demonstrated by test to comply with the listed CS 23 paragraphs.
   - The RH side facing seat lap belt shall have a buckle which opens from right to left and the LH side facing belted toilet lap belt shall have a buckle which opens from left to right, thereby preventing the buckle’s own inertia from causing it to open. Any other configuration must be verified by dynamic test.

5. Model 525B airplanes have been approved for high altitude operations (altitudes above 41,000 feet), by Special Conditions. Any modifications to the pressure vessel must be approved in accordance with the requirements as shown in the certification basis. This includes modifications which could result in a pressure vessel opening, either through crack-growth or antenna loss, greater than 3.00 sq.in.

6. Certain airplane Serial Numbers meet the initial airworthiness requirements for operation in Reduced Vertical Separation Minimum (RVSM) airspace. See table below:
<table>
<thead>
<tr>
<th>S/N 525B0001 and On</th>
<th>All airplanes are equipped with Collins Pro Line 21 dual Air Data Computers and pilot’s and copilot’s Primary Flight Displays as standard equipment.</th>
</tr>
</thead>
<tbody>
<tr>
<td>S/N 525B0057 and 0451 and on</td>
<td>All airplanes are equipped with G3000</td>
</tr>
</tbody>
</table>

Each operator must obtain RVSM operating approval directly from the FAA.


8. Flight into known icing is approved for the following Serial Number effectivity. S/N 525B0001; S/N 525B0002 thru 0012 incorporating Service Bulletin SB525B-30-01; and S/N 525B0013 and on.

9. The Model 525B S/N 525B0001 through 525B0450 is known as the Citation Jet 3 (CJ3) and S/N 525B0057, 525B0451 and on is known as the Citation Jet 3 Plus (CJ3+).
SECTION D: 525C

D.I. General

1. Data Sheet No.: EASA IM A.078
2. a) Type: 525
   b) Model: 525C
   c) Variant: N/A
3. Airworthiness Category: CS 23 Normal Category
4. Type Certificate Holder: Textron Aviation Inc.
   One Cessna Boulevard
   Wichita, Kansas 67215
   USA
5. Manufacturer: Textron Aviation Inc.
   One Cessna Boulevard
   Wichita, Kansas 67215
   USA
6. Certification Application Date: 17 JANUARY 2007
7. FAA Type Certificate Date: 12 MARCH 2010
8. EASA Type Certificate Date: 18 MAY 2011

D.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements: 17 JANUARY 2007
   Compliance with ice protection has been demonstrated in accordance with CS 23.1416 and 23.1419 (See Note 8).
   CS-ACNS, issue 2

3. Special Conditions: CRI B-01 Performance and Handling
   CRI B-02 Flight High Speed Characteristics
   CRI B-03 Stall Speed Determination
   CRI C-01 Sonic Fatigue
   CRI C-02 Pressurised and Non-Pressurised Areas
   CRI C-03 Speed Margins
   CRI C-04 Yawing Manoeuvre
4. (reserved):
5. Deviations:
6. Equivalent Safety Findings:
   - CRI C-08 Ground Loads
   - CRI F-57 Use of LED Lighting
   - CRI F-107 Pitot Heating

7. Requirements elected to comply:
8. Environmental Standards:
   - ICAO Annex 16, Volume I
   - ICAO Annex 16, Volume II, Part II
9. (Reserved) Additional National Requirements:

10. (Reserved)

D.III. Technical Characteristics and Operational Limitations


2. Description: Low wing aircraft with retractable tricycle landing gear, T-tail, pressurised cabin, and two turbofan engines pylon mounted on the rear fuselage.

3. Equipment: Equipment List according to AFM, 525CFM-00 or later approved revision.

(See Note 2)

4. Dimensions:
   - Span: 15.37 m (50ft. 5in)
   - Length: 16.26 m (53ft. 4in)
   - Height: 4.67 m (15ft. 5in)
   - Wing Area: 30.67 sq.m (330.3 sq.ft.)

5. Engine:
   5.1.1 Model: (525C0001 and On)
   Two Williams International, L.L.C FJ44-4A turbofans

   5.1.2 Type Certificate: TCDS IM.E.016

   5.1.3 Limitations: Static thrust standard day, sea level:
   Take off:
   (525C0001 and On) 1,642 kg (3,621 lbs)

   Max. permissible engine rotor operating speeds
   (Maximum Continuous)
   N1 (fan) 104.76% (100% = 16,360 rpm)
   Transient (2 minute operational limit) 105.76%

   N2 (Gas Gen.) 100.86% (100% = 37,450 rpm)
   Transient (2 minute operational limit) 101.59%

   Takeoff 855 Degrees C (5 min, 10 min OEI)
   Max. continuous 835 Degrees C
   Transient (starting 15 sec.) 1000 Degrees C
   Transient (starting 15 sec.) 900 Degrees C

   Max. permissible interturbine gas temperatures:
6. (Reserved):

7. (Reserved):

8. Fluids:

  8.1 Fuel: (525C0001 and On)

  8.2 Oil: Mobil Jet II MIL-L-23699
  Mobil 254 MIL-L-23699

  8.3 Coolant: Not applicable

9. Fluid capacities:

  9.1 Fuel: Total usable: 5828 lb (869.8 gal/ 3292.5 litres). Two wing tanks
  with 2,914 lbs. (434.9 gal/ 1646.1 litres) usable each; +319.30 in.
  aft of datum.
  (See Note 1 for unusable fuel)

  9.2 Oil: (525C0001 and On)
  4.8 quarts usable each engine; +424.64 in. aft of datum.
  (See Note 1)

  9.3 Coolant system capacity: Not applicable

10. Air Speeds:

    Maximum Operating
   
    \( V_{MO} \)
    
    Sea Level to 8,000 feet 260 KIAS (261 KCAS)
    8,000 ft to 28,000 ft 305 KIAS (306 KCAS)

    \( M_{MO} \)
    
    Above 28, 000 ft. 0.77 \( M_l \) (0.774 Mach calibrated)

    Maximum Operating
    Manoeuvring

    \( V_{O} \)
    
    185 KIAS (185 KCAS)

    Speed for max.gust intensity \( V_B \)
    
    232 KIAS (233 KCAS upto 40,000ft)
    0.77 \( M_l \)(0.774 Mach calibrated above 40,060 ft)
Flaps Extended

\[ V_{FE} \]

- Flaps 15° (takeoff and approach) 200 KIAS (200 KCAS)
- Flaps 35° (landing) 160 KIAS (160 KCAS)
- No Ground Flaps

Speed Break Extended

\[ V_{SB} \]

Any speed with or without flaps

Maximum Autopilot Operating Speed

Any normal operating speed

Maximum Tire Ground Speed

165 knots

<table>
<thead>
<tr>
<th>Landing Gear Operating</th>
<th>[ V_{LO} ]</th>
</tr>
</thead>
<tbody>
<tr>
<td>(525C0001 and On)</td>
<td>200 KIAS (200 KCAS)</td>
</tr>
<tr>
<td>(Extending)</td>
<td>200 KIAS (199 KCAS) (Retracting)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Landing Gear Extended</th>
<th>[ V_{LE} ]</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>200 KIAS (199 KCAS)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Minimum Control Ground</th>
<th>[ V_{MCG} ]</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>88 KIAS (88 KCAS)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Minimum Control Air</th>
<th>[ V_{MCA} ]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flaps 0° (take off)</td>
<td>94 KIAS (94 KCAS)</td>
</tr>
<tr>
<td>Flaps 15° (take off &amp; approach)</td>
<td>85 KIAS (85 KCAS)</td>
</tr>
</tbody>
</table>

11. Maximum Operating Altitude:

13,716 m (45,000 ft)

12. All-weather Operations Capability:

- VFR Day and Night
- IFR Day and Night
- RVSM (See Note 6)
- Flight into known icing
  (See Limitations Section of EASA Approved Airplane Flight Manual)

13. Maximum Weights:

<table>
<thead>
<tr>
<th>Aircraft Serial Number</th>
<th>Max. Zero Fuel Weight</th>
<th>Max. Ramp Weight</th>
<th>Max. Take-Off Weight</th>
<th>Max. Landing Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>525C0001 and On</td>
<td>5670 kg (12,500 lbs)</td>
<td>7815 kg (17,230 lbs.)</td>
<td>7760 kg (17,110 lbs.)</td>
<td>7103 kg (15,660 lbs.)</td>
</tr>
</tbody>
</table>
14. Centre of Gravity Range: (Gear Extended)*

(525C-0001 and On):

Allowable Forward C.G at 7,743 kg (17,230 lbs) F.S. 311.01 (19.4% MAC)
Allowable Forward C.G up to 7,370kg (16,250 lbs) F.S. 309.23 (17.6% MAC)
Allowable Forward C.G up to 6,917 kg (15,250 lbs) F.S. 307.98 (16.1% MAC)
Allowable Forward C.G up to 6,577 kg (14,500 lbs) F.S. 307.31 (15.3% MAC)
Allowable Forward C.G up to 6,010 kg (13,250 lbs) to 4,753 kg (10,500 lbs) F.S. 306.65 (14.5% MAC)
Allowable Forward C.G up to 4,309 kg (9,500 lbs) F.S. 312.06 (21.0% MAC)

Aft C.G Up to 7,743 kg (17,230 lbs) F.S. 317.89 (28.0% MAC)
Aft C.G Up to 6,577 kg (14,500 lbs) F.S. 316.23 (26.0% MAC)
Aft C.G Up to 4,309 kg (9,500 lbs) F.S. 317.06 (27.0% MAC)

* Straight line variation between given points

Landing Gear Retracting Moment -3386 in-lb (382.6 N-m)
Empty Wt. C.G. Range None
MAC 83.290 in. (L.E. of MAC at +294.571 in. aft of datum)

15. Datum: 94.0 in forward of the front face of the forward pressure bulkhead

16. Control surface deflections:

<table>
<thead>
<tr>
<th>Control Surface</th>
<th>Up/Down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elevator</td>
<td>25.5 +/- 0.5 degrees</td>
</tr>
<tr>
<td>Down 12.0 +/- 1 degrees</td>
<td></td>
</tr>
<tr>
<td>Elevator Trim Tab</td>
<td>6.0 +/- 1 degrees</td>
</tr>
<tr>
<td>Down 14.0 +/- 1 degrees</td>
<td></td>
</tr>
<tr>
<td>Rudder</td>
<td>32.0 +/- 1 degrees</td>
</tr>
<tr>
<td>Right 32.0 +/- 1 degrees</td>
<td></td>
</tr>
<tr>
<td>Left 32.0 +/- 1 degrees</td>
<td></td>
</tr>
<tr>
<td>Rudder Trim Tab</td>
<td>20.0 +/- 1 degrees</td>
</tr>
<tr>
<td>Right 20.0 +/- 1 degrees</td>
<td></td>
</tr>
<tr>
<td>Left 20.0 +/- 1 degrees</td>
<td></td>
</tr>
<tr>
<td>Aileron</td>
<td>23.5 +/- 1.0 degrees</td>
</tr>
<tr>
<td>Up 23.5 +/- 1.0 degrees</td>
<td></td>
</tr>
<tr>
<td>Down 20.5 +/- 1 degrees</td>
<td></td>
</tr>
<tr>
<td>Aileron Trim Tab</td>
<td>19.0 +/- 1 degrees</td>
</tr>
<tr>
<td>Up 19.0 +/- 1 degrees</td>
<td></td>
</tr>
<tr>
<td>Down 19.0 +/- 1 degrees</td>
<td></td>
</tr>
<tr>
<td>Wing Flap</td>
<td>0 +/- 1 degrees</td>
</tr>
<tr>
<td>Up 0 +/- 1 degrees</td>
<td></td>
</tr>
</tbody>
</table>
T.O./Appr. 15 +/-1 degrees  
Land 35 +/-1 degrees

Speed Brakes - Upper  
Up 0 to 40.0 +/-2 degrees

Speed Brakes - Lower  
Down 0 to 35.4 +/-2.5 degrees

Ground Spoilers - Inboard  
Up 55.0 +/- 2.0 degrees

Center  
Up 55.0 +/- 2.0 degrees

Outboard  
Up 55.0 +/- 2.0 degrees

See Airplane Maintenance Manual for rigging instructions.

17. Levelling Means:  
Longitudinal- Place 525 Levelling Tool across inboard crew seat rails at approximately FS 145.5. Ensure Levelling Tool is parallel to fuselage station plane and is resting solidly on seat rails. Position inclinometer on Levelling Tool with base perpendicular to the long axis of the Levelling Tool. Adjust the nose gear jack to level aircraft

Lateral- Place 525 Levelling Tool across inboard crew seat rails at approximately FS 145.5. Ensure Levelling Tool is parallel to fuselage station plane and is resting solidly on seat rails. Position inclinometer on Levelling Tool with base parallel to the long axis of the Levelling Tool. Adjust the main gear jack to level aircraft.

18. Minimum Flight Crew:  
(see note 2 for cockpit equipment/ arrangement restrictions): One pilot (in the left seat) plus additional equipment as specified in the Kinds of Operation Equipment List (KOEL) contained in the Limitations Section of the FAA Approved Airplane Flight Manual or One pilot and one co-pilot

19. Maximum Passenger Seating Capacity:  
9 Passengers

20. Baggage/Cargo Compartments:  
(525C0001 and On)

Nose Compartment  
181.4 kg (400 lbs., at 76.14 in. aft of datum)

Tailcone  
272.2 kg (600 lbs., at 431.70 in. aft of datum)

21. (Reserved):

D.IV. Operating and Service Instructions

1. Flight Manual:  
Airplanes must be operated according to the FAA Approved AFM, part number 525CFM-00 (or later
approved revision). All placards required by either the FAA Approved AFM, the applicable operating rules, or the certification basis, must be installed as specified for this Type Certificate via Parts List 7100000, Airplane Assembly. A useful placard reference is the Textron Aviation Illustrated Parts Catalogue (IPC). Any discrepancies identified between the IPC and an aircraft under inspection needs to be reconciled using the previously stated parts list.

2. Technical Manual: Model 525C Maintenance Manual, 525CMM00 or later approved revision. See Chapter 4, “Airworthiness Limitations” for inspections, mandatory retirement life information and other requirements for continued airworthiness. “Airworthiness Limitations” may not be changed without the approval of EASA.

D.V. **Operational Suitability Data**

OSD ORG

OSD FC Original from 20 Jun 2014 or later approved Revision

MMEL

MMEL 525CCPMEU-00-00 or later approved Revision

D.VI. **Notes:**

1. Current weight and balance information, including list of equipment included in certificated empty weight, and loading instructions are provided for each airplane in the FAA Approved Airplane Flight Manual (AFM) at the time of original certification.

The certified empty weight must include:

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Weight (lb)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable Fuel</td>
<td>33.6</td>
</tr>
<tr>
<td>Full oil</td>
<td>24.16</td>
</tr>
<tr>
<td>Hydraulic Fluid</td>
<td>25.12</td>
</tr>
</tbody>
</table>

2. Approval for operation with a minimum crew of one pilot is based upon the cockpit equipment installation and arrangement evaluated during FAA certification testing. No significant changes may be made to the installed cockpit equipment or arrangement (EFIS, autopilot, avionics, etc.), except as
permitted by the approved MMEL, without prior approval from the responsible Aircraft Certification Office.

3. Required placards and markings are listed in Chapter Eleven (11) of Maintenance Manual, part number 525CMM-00 (or later approved revision).

4. All replacement seats (crew and passenger), although they may comply with TSO C127, must also be demonstrated to comply with CS 23.321, 23.395, 23.561, 23.562, and 23.785.

The foam cushion buildup of all seats (crew and passenger) may not be altered. Any deviations in the foam construction or stiffness must be demonstrated by test to comply with the listed CS 23 paragraphs.

The RH side facing seat lap belt shall have a buckle which opens from right to left and the LH side facing belted toilet lap belt shall have a buckle which opens from left to right, thereby preventing the buckle's own inertia from causing it to open. Any other configuration must be verified by dynamic test.

5. Model 525C airplanes have been approved for high altitude operations (altitudes above 41,000 feet), by Special Conditions. Any modifications to the pressure vessel must be approved in accordance with the requirements as shown in the certification basis. This includes modifications which could result in a pressure vessel opening, either through crack-growth or antenna loss, greater than 3.00 sq. in.

6. Per the approved Type Design, S/N 525C0001 and On are considered to be compliant with the applicable RVSM aircraft approval requirements contained in EU OPS 1 § 1. However, each operator must obtain RVSM operating approval directly from the NAA.


8. Flight into known icing is approved for the following Serial Number effectivity. S/N 525C0001 and On.

9. The Model 525C S/N 0001 & On is also known as the Citation Jet 4 (CJ4).
ADMINISTRATIVE SECTION

I. Acronyms

A.C. – Advisory Circular
A.D. – Airworthiness Directives
AFM – Airplane Flight Manual
C.G. – Centre of Gravity
CFR – Code of Federal Regulations
CRI – Certification Review Items
CS – Certification Specifications
EASA – European Aviation Safety Agency
EFIS – Electronic Flight Information System
EU – European Union
F.S. – Frame Status
FAA – Federal Aviation Administration
FADEC – Full Authority Digital Engine Control
FC – Flight Crew
FT – Feet
GAL – Gallons
ICAO – International Civil Aviation Organization
IFR – Instrument Flight Rules
KCAS – Knots Calibrated Air Speed
KG – Kilo Grams
KIAS – Knots Indicated Air Speed
LBS – Pounds
L.E. – Leading Edge
MAC – Mean Aerodynamic Chord
MIL – Military Standard
MMEL – Master Minimum Equipment List
N.A.A. – National Aviation Authority
OSD – Operational Suitability Data
RVSM – Reduced Vertical Separation Minimum
S.B. – Service Bulletin
T.O. – Take Off
TC – Type Certificate
TCDS – Type Certificate Data Sheet
TCDSN – Type Certificate Data Sheet - Noise.
TSO – Technical Standards Order
VFR – Visual Flight Rules
II. Type Certificate Holder Record

Since 29 July 2015:

**Textron Aviation Inc.**
One Cessna Boulevard
Wichita, Kansas 67215
USA

From 15 Oct 1992 to 28 Jul 2015:

**Cessna Aircraft Company**
P.O. Box 7704
Wichita, Kansas 67277
USA

III. Change Record

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<td>Addition of Model 525B</td>
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