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 thorough 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,

(525-0685 and 525-0800 and On)


Additions

<table>
<thead>
<tr>
<th>Reg. No.</th>
<th>Title</th>
<th>Amendment Level</th>
<th>Comments</th>
</tr>
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<tbody>
<tr>
<td>23.441</td>
<td>Maneuvering Loads</td>
<td>CS 23, Amdt 2</td>
<td>Winglets only</td>
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<tr>
<td>23.443</td>
<td>Gust loads</td>
<td>CS 23, Amdt 2</td>
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<tr>
<td>23.445</td>
<td>Outboard fins</td>
<td>CS 23, Amdt 2</td>
<td>Winglets only</td>
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<td>23.575</td>
<td>Inspections and other procedures</td>
<td>CS 23, Amdt 2</td>
<td>Winglets only</td>
</tr>
<tr>
<td>23.621</td>
<td>Casting Factors</td>
<td>CS 23, Amdt 2</td>
<td>Entire aircraft</td>
</tr>
<tr>
<td>23.867</td>
<td>Lightning protection of structure</td>
<td>CS 23, Amdt 2</td>
<td>Winglets only</td>
</tr>
<tr>
<td>23.929</td>
<td>Engine installation ice protection</td>
<td>CS 23, Amdt 2</td>
<td>Entire aircraft</td>
</tr>
<tr>
<td>23.953</td>
<td>Fuel system independence</td>
<td>CS 23, Amdt 2</td>
<td>Entire aircraft</td>
</tr>
<tr>
<td>23.957</td>
<td>Flow between interconnected tanks</td>
<td>CS 23, Amdt 2</td>
<td>Entire aircraft</td>
</tr>
<tr>
<td>23.959</td>
<td>Unusable fuel supply</td>
<td>CS 23, Amdt 2</td>
<td>Entire aircraft</td>
</tr>
<tr>
<td>23.971</td>
<td>Fuel Tank Sump</td>
<td>CS 23, Amdt 2</td>
<td>Entire aircraft</td>
</tr>
</tbody>
</table>
Compliance with ice protection has been demonstrated in accordance with 14 CFR §§23.1416 and 23.1419.

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.

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
   (further details refer to TCDSN.IM.078)

9. (Reserved) Additional National Requirements:

10. (Reserved)

A.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:
   (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)
<table>
<thead>
<tr>
<th>Span</th>
<th>Length</th>
<th>Height</th>
<th>Wing Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.20 m (46ft. 7in)</td>
<td>12.98 m (42ft. 7in)</td>
<td>4.19 m (13ft. 9in)</td>
<td>22.30 sq.m(240 sq.ft)</td>
</tr>
<tr>
<td>14.33 m (47ft. 0in)</td>
<td>12.98 m (42ft. 7in)</td>
<td>4.27 m (14ft. 0in)</td>
<td>22.30 sq.m (240 sq.ft)</td>
</tr>
</tbody>
</table>

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 102.6% (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:

<table>
<thead>
<tr>
<th>Fuel Type</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jet A</td>
<td>ASTM D1655</td>
</tr>
<tr>
<td>Jet A1</td>
<td>ASTM D1655</td>
</tr>
<tr>
<td>Jet B</td>
<td>ASTM D6615</td>
</tr>
<tr>
<td>JP-4</td>
<td>MIL-DTL-5624</td>
</tr>
<tr>
<td>Jet 3</td>
<td>GB6537</td>
</tr>
<tr>
<td>JP-5</td>
<td>MIL-DTL-5624</td>
</tr>
<tr>
<td>JP-8</td>
<td>MIL-DTL-83133</td>
</tr>
<tr>
<td>RT</td>
<td>GOST 10227</td>
</tr>
<tr>
<td>TS-1</td>
<td>GOST 10227</td>
</tr>
</tbody>
</table>

(525-0600 through 525-0684 and 525-0686 through 525-
0701)

<table>
<thead>
<tr>
<th>Fuel Type</th>
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<tbody>
<tr>
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<tr>
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<td>MIL-DTL-5624</td>
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<td>JP-8</td>
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<td>RT</td>
<td>GOST 10227</td>
</tr>
<tr>
<td>TS-1</td>
<td>GOST 10227</td>
</tr>
</tbody>
</table>

(525-0685 and 525-0800 and On)

<table>
<thead>
<tr>
<th>Fuel Type</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jet A</td>
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<tr>
<td>Jet A1</td>
<td>ASTM D1655</td>
</tr>
<tr>
<td>Jet 3</td>
<td>GB6537</td>
</tr>
</tbody>
</table>
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:  
(525-0001 through 525-0684 and 525-0686 through 525-0701)  
Total usable: 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.  
(525-0685 and 525-0800 and On)  
Total usable: 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)

9.2 Oil:  
(525-0001 through 525-0599)  
2.0 quarts usable each engine; +312.30 in. aft of datum.  
(525-0600 through 525-0701 and 0800 and On)  
3.4 quarts usable each engine; +314.74 in. aft of datum. (See Note 2 for unusable)

9.3 Coolant system capacity:  
Not Applicable

10. Air Speeds:

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

Manoeuvring  
$V_A$ (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.
### Speed for max. gust intensity

<table>
<thead>
<tr>
<th>Flight Condition</th>
<th>Speed (KIAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>( V_B ) (Max. gust)</td>
<td>217 KIAS ( (215 \text{ KCAS}) )</td>
</tr>
</tbody>
</table>

### Flaps Extended

<table>
<thead>
<tr>
<th>Flap Configuration</th>
<th>Speed (KIAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flaps 15° (Takeoff and approach)</td>
<td>200 KIAS ( (198 \text{ KCAS}) )</td>
</tr>
<tr>
<td>Flaps 35° (Landing)</td>
<td>161 KIAS ( (160 \text{ KCAS}) )</td>
</tr>
</tbody>
</table>

### Landing Gear Operating

<table>
<thead>
<tr>
<th>Flight Condition</th>
<th>Speed (KIAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flaps 60° (Ground Flaps)</td>
<td>Prohibited in Flight</td>
</tr>
</tbody>
</table>

### Minimum Control Air

<table>
<thead>
<tr>
<th>Flight Condition</th>
<th>Speed (KIAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>( V_{LO} ) ( (525-0001 \text{ through } 525-0701) ) (Extending)</td>
<td>186 KIAS ( (185 \text{ KCAS}) )</td>
</tr>
<tr>
<td>( V_{LO} ) ( (525-0001 \text{ through } 525-0457) ) (Retracting)</td>
<td>186 KIAS ( (183 \text{ KCAS}) )</td>
</tr>
</tbody>
</table>

### Minimum Control Ground

<table>
<thead>
<tr>
<th>Flight Condition</th>
<th>Speed (KIAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>( V_{MCA} ) ( (525-0001 \text{ through } 525-0599) )</td>
<td>92 KIAS ( (91 \text{ KCAS}) )</td>
</tr>
<tr>
<td>( V_{MCA} ) ( (525-0600 \text{ through } 525-0701 \text{ and } 525-0800 \text{ and On}) ) Flaps 0 deg.</td>
<td>86 KIAS ( (86 \text{ KCAS}) )</td>
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<tr>
<td>( V_{MCA} ) ( (525-0600 \text{ through } 525-0701 \text{ and } 525-0800 \text{ and On}) ) Flaps 15 deg.</td>
<td>77 KIAS ( (77 \text{ KCAS}) )</td>
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</table>

### Landing Gear Extended

<table>
<thead>
<tr>
<th>Flight Condition</th>
<th>Speed (KIAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>( V_{LE} )</td>
<td>186 KIAS ( (183 \text{ KCAS}) )</td>
</tr>
</tbody>
</table>

### Speed Break Extended

<table>
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<th>Flight Condition</th>
<th>Speed (KIAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>( V_{SB} )</td>
<td>Any speed with or without flaps</td>
</tr>
</tbody>
</table>

### Maximum Autopilot Operating Speed

- Sea level to 30,500ft: 263 KIAS \( (260 \text{ KCAS}) \)
- Above 30,500ft: 0.71 M \( (0.70 \text{ Mach calibrated}) \)
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>
<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>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>
</tr>
</tbody>
</table>

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)  F.S. 242.43 (19.81% MAC)

Allowable Forward C.G up to 3,493 kg (7,700 lbs) to 2,722 kg (6,000 lbs)  F.S. 240.14 (16.50% MAC)

Aft C.G Up to 4,763 kg (10,500 lbs) to 2,722 kg (6,000 lbs)  F.S. 248.78 (29.00% MAC)

(525-0360 through 525-0599):

Allowable Forward C.G at 4,853 kg (10,700 lbs)  F.S. 244.34 (22.58% MAC)

Allowable Forward C.G at 4,808 kg (10,600 lbs)  F.S. 244.24 (22.43% MAC)

Allowable Forward C.G at 3,992 kg (8,800 lbs)  F.S. 242.43 (19.81% MAC)
Allowable Forward C.G up to 3,493 kg (7,700 lbs) to 2,722 kg (6,000 lb)
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) F.S. 244.44 (22.72% MAC)
Allowable Forward C.G at 4,853 kg (10,700 lbs) F.S. 244.34 (22.58% MAC)
Allowable Forward C.G at 3,992 kg (8,800 lbs) F.S. 242.43 (19.81% MAC)
Allowable Forward C.G up to 3,493 kg (7,700 lbs) F.S. 240.14 (16.50% MAC)
to 2,722 kg (6000lb)
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
15. Datum: 74.0 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 +/- 1 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) 45.4 kg (100 lbs. +270.70 in. aft of datum)
Aft Cabin Tailcone 147.4 kg (325 lbs. +356.50 in. aft of datum)

(525-0600 through 525-0701 and 0800 and On)
Nose Compartment
Tailcone
181.4 kg (400 lbs. +74.0 in. aft of datum)
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 Airplane Flight Manual, 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)

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 525MMELEU-01 from 19 August 2014 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:

- **Unusable Fuel** (525-0001 and on) 30.64 lb
- **Full oil** (525-0001 through 525-0599) 15.5 lb
- **Full oil** (525-0600 through 525-0701 and 0800 and On) 15.6 lb
- **Hydraulic Fluid** (525-0001 through 525-0599) 27.5 lb
- **Hydraulic Fluid** (525-0600 through 525-0701 and 0800 and On) 16.78 lb
- **Anti-ice Fluid** (525-0001 and on) 3.4 lb

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</td>
</tr>
<tr>
<td>S/N 525-0600 through 0684 and 0686 through 525-0701</td>
<td>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>---</td>
<td>---</td>
</tr>
<tr>
<td>S/N 525-0605 and 525-0800 &amp; On</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 0686 through 525-0701</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 525A-0001 and on  
7. FAA Type Certificate Date: 21 June 2000 (525A-0001 and on)  
8. (Reserved)

B.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements: 14 May 1998  
2. Airworthiness Requirements: (525A-0001 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.

(525A-0300 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, ,
23.1193, 23.1305, 23.1309, 23.1521, and 23.1583; as amended by Amendments 23-1 through 23-54 for engine and FADEC installation only.

(525A-0001 and On)
Compliance with ice protection has been demonstrated in accordance with CS §§23.1416 and 23.1419;

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 525A-0300 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: (525A-0001 through 525-0299)  
Equipment List according to AFM, 525AFM-04, or later approved revision  
(525A-0300 and On)  
Equipment list according to AFM, 525AFMA-00, or later approved revision (see note 5)

4. Dimensions: (525A-0001 through 0299)  
(525A-0300 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: (525A-0001 through 525-0299) Two Williams International
LLC FJ44-2C turbofans
(525A-0300 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:
(525A-0001 through 525A-0299)* 1,089 kg (2,400 lbs)
(525A-0300 and On) 1,129 kg (2,490 lbs)

6. Max. Permissible engine rotor operating speeds (Takeoff and Maximum Continuous)
N₁ (fan) (525A-0001 through 525A-0299) 105.2% (100% = 17,245 r.p.m.)
N₂ (Gas Gen.) (525A-0001 through 525A-0299) 98.8%
(100% = 41,200 r.p.m.)
N₁ (fan) (525A-0300 and on) 102.78% (100% = 18,000 r.p.m.)
N₂ (Gas Gen.) (525A-0300 and on) 100.00% (100% = 41,200 r.p.m.)

7. Max. permissible interturbine gas temperatures.
Takeoff (525A-0001 through 525A-0299) 820 Degrees C
Max. Continuous (525A-0001 through 525A-0299) 805 Degrees C
Transient (Starting 15 sec.) (525A-0001 through 525A-0299) 1000 Degrees C
Takeoff (525A-0300 and on) 877 Degrees C (5 min, 10 min OEI)
Max. Continuous (525A-0300 and on) 840 Degrees C
Transient (Starting 15 sec.) (525A-0300 and on) 1000 Degrees C

8. Fluids:
8.1 Fuel: (525A-0001 through 525A-0299)
(525A-0300 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:
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: (525A-0001 through 525A-0299)
2.0 quarts usable each engine; +364.3 in. aft of datum. (See Note 1)
(525A-0300 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 \(V_{MO}\)

- \(525A-0001\) and On
  - Sea Level to 8,000 feet 260 KIAS (260 KCAS)
  - (525A-0001 through 525A-0299)
  - 8,000 ft to 29,300 ft 275 KIAS
  - (Varies linearly between 274 KCAS and 272 KCAS)
  - (525A-0300 and On)
  - 8,000 ft to 29,124 ft 278 KIAS
  - (Varies linearly between 277 KCAS and 275 KCAS)

\(M_{MO}\)

- (525A-0001 through 525A-0299)
  - Above 29, 300 ft. 0.72 MI (0.707 Mach calibrated)
  - (525A-0300 and On)
  - Above 29, 124 ft. 0.737 MI (0.722 Mach calibrated)

Manoeuvring \(V_A\) (Manoeuvring sea level)

- \(525A-0001\) thru' 525A-0299)\(* 197 KIAS (197 KCAS)
  - (525A-0300 and On)\)* 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 140 KIAS (140 KCAS)
(ground flaps) (Emergency only)

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

Minimum Control Air $V_{MCA}$
(525A-0001 through 525A-0299) 89 KIAS (90 KCAS)
(525A-0001 through 525A-0299) 81 KIAS (82 KCAS)
(525A-0001 through 525A-0299) 83 KIAS (84 KCAS)
(525A-0300 and On) 76 KIAS (77 KCAS)

Minimum Control Ground $V_{MCG}$
(525A-0001 through 525A-0299) 89 KIAS (90 KCAS)
(525A-0300 and on) 79 KIAS (80 KCAS)

Landing Gear Extended (525A-0001 through 525A-0299) $V_{LE}$
Landing Gear Extended (525A-0300 and on) 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
                                            IFR Day and Night
                                            RVSM (See Note 7)
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>525A-0001 through 525A-0299</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>525A-0300 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)*

(525A-0001 through 525A-0299):
- 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)

(525A-0300 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 (525A-0001 through 525A-0299)
   - Deploy 65 +/- 1 degrees (525A-0001 through 525A-0299)

   Thrust Attenuators not applicable (525A-0300 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 Compartment:

(525A-0001 through 525A-0299)
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)

(525A-0300 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
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 (525A-0001 and On) 76.7 lb
   - Full oil (525A-0001 through 525A-0299) 15.07 lb
   - Full oil (525A-0300 and On) 18.4 lb
   - Hydraulic Fluid (525A-0001 through 525A-0299) 18.9 lb
   - Hydraulic Fluid (525A-0300 and On) 25.9 lb
   - Anti-ice Fluid (525A-0001 and On) 3.4 lb

2. Airplanes must be operated according to the FAA Approved Airplane Flight Manual (AFM), part number 525AFM-04 (or later approved revision for serials -0001 through -0299); 525AFMA-00 (or later approved revision for serials -0300 and on). Required placards and markings are listed in Chapter Eleven (11) of Maintenance Manual, part number 525AMM-05 (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 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:

<table>
<thead>
<tr>
<th>S/N 525A-0001 through 525A-0299</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>S/N 525A-0300 and On</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>
</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.


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)

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

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
   CRI D-05  No Smoking Placard letter size
   CRI F-08  Passenger Oxygen Dispensing Unit

7. Requirements elected to comply:

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

9. (Reserved) Additional National Requirements:
10. (Reserved)

C.III. **Technical Characteristics and Operational Limitations**

1. **Type Design Definition:** Cessna Airplane Assembly Drawing Number 6300300, 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:** Equipment List according to AFM, 525BFM-00 or later approved revision.
   (See Note 2)

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

5. **Engine:**
   5.1.1 **Model:** (525B-0001 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:
      (525B-0001 and On) 1, 279 kg (2,820 lbs)

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

   5.1.5 **Max. permissible interturbine gas temperatures:**
      - Takeoff 877 Degrees C (5 min, 10 min OEI)
      - Max. continuous 840 Degrees C
      - Transient (starting 15 sec.) 1000 Degrees C

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:
(525B-0001 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 $V_{MO}$
- Sea Level to 8,000 feet 260 KIAS (257 KCAS)
- 8,000 ft to 29,300 ft 278 KIAS (275 KCAS)

$M_{MO}$
- Above 29, 300 ft. 0.737 $M_{I}$ (0.72 Mach calibrated)

Manoeuvring $V_A$ (Manoeuvring sea level)
- (525B-0001 and On)* 207 KIAS (205 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 (158 KCAS)
- Flaps 55° (ground flaps) Prohibited in Flight
- Maximum speed with flaps
failed to 55 degrees (ground flaps) (Emergency only)

Landing Gear Operating $V_{LO}$
(525B-0001 and On)
(Extend) 200 KIAS (198 KCAS)
(525B-0001 and On)
(RetRACT) 200 KIAS (195 KCAS)

Landing Gear Extended $V_{LE}$
200 KIAS (195 KCAS)

Minimum Control Air $V_{MCA}$
(525B-0001 and On) 88 KIAS (88 KCAS) (0 degrees) (takeoff)
(525B-0001 and On) 81 KIAS (81 KCAS) (15 degrees) (takeoff & approach)

Minimum Control Ground Speed Break Extended $V_{MCG}$
89 KIAS (88 KCAS)

Maximum Autopilot Operating Speed $V_{SB}$
Any speed with or without flaps

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>525B-0001 and On</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>
</tbody>
</table>

14. Centre of Gravity Range: (Gear Extended)*
(525B-0001 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**
- +518.64 in-lb (58.6 N-m)

**Empty Wt. C.G. Range**
- None

**MAC**
- 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
  - Left 27.0 +/-1 degrees

- **Rudder Trim Tab**
  - Right 20.0 +/-1 degrees
  - Left 20.0 +/-1 degrees

- **Aileron**
  - Up 23.5 +/- 1.0 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 55 +/-2.0 degrees

- **Speed Brakes - Upper**
  - Up 0 to 49.0 +/-2 degrees

- **Speed Brakes - Lower**
  - Down 0 to 68.0 +/-2 degrees

See Airplane Maintenance Manual for rigging instructions.
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:** (525B-0001 through 525b-0207)

- 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)
- Tailcone: 272.2 kg (600 lbs. at 414.60 in. aft of datum)
- (525B-0208 and on): 45.4 kg (400 lbs., +74.0 in. aft of datum)
- Nose Compartment: 272.2 kg (600 lbs., +414.60 in. aft of datum)
- Tailcone

21. (Reserved):

C.IV. **Operating and Service Instructions**

1. **Flight Manual:**

Airplanes must be operated according to the FAA Approved Airplane Flight Manual, Part number 525BFM-00 (or later approved revision for 525B-
0001 through 525B-0056 and 525B-0058 through 525B-0450) or 525BFMA-00 (or later approved version for 525B-0057 and 525B-0451 and on).

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

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

MMEL
MMEL 525MMELEU-01 from 19 August 2014 or later approved Revision

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 525B-0001 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 525B-0057 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 525B-0001; S/N 525B-0002 thru -0012 incorporating Service Bulletin SB525B-30-01; and S/N 525B-0013 and on.

9. The Model 525B S/N 525B-0001 through 525B-0450 is known as the Citation Jet 3 (CJ3) and S/N 525B-0057, 525B-0451 and on is know 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).

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
   CRI C-05 Dynamic Response
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
   (further details refer to TCDSN.IM.078)

9. (Reserved)Additional National Requirements:
D.III. **Technical Characteristics and Operational Limitations**

1. **Type Design**  
   **Definition:** Cessna Airplane Assembly Drawing Number 7100000, 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:**  
   Equipment List according to AFM, 525CFM-00 or later approved revision.  
   (See Note 2)

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

5. **Engine:**  
   - **5.1.1 Model:** (525C-0001 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:  
     (525C-0001 and On) 1,642 kg (3,621 lbs)
     Max. permissible engine rotor operating speeds (Maximum Continuous)  
     N1(fan) 104.76% (100% = 16,360 rpm)  
     N2 (Gas Gen.) 100.86% (100% = 37,450 rpm)  
     Transient (2 minute operational limit) 105.76%  
     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

6. (Reserved):

7. (Reserved)
8. Fluids:

8.1 Fuel: (525C-0001 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: (525C-0001 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

Maximum Operating Maneuvering Speed for max.gust intensity

Flaps Extended

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_i (0.774 Mach calibrated)

V_O 185 KIAS (185 KCAS)
* See AFM for variations with weight and altitude

V_B 232 KIAS (233 KCAS upto 40,000 ft)
0.77 M_i(0.774 Mach calibrated above 40,060 ft)

V_{FE}
Flaps 15° (takeoff and approach) 200 KIAS (200 KCAS)
Flaps 35° (landing) 160 KIAS (160 KCAS)
No Ground Flaps
### Speed Break Extended

- Maximum Autopilot Operating Speed: $V_{SB}$
  - Any speed with or without flaps
- Minimum Control Air: $V_{MCA}$
  - Flaps $0^\circ$ (take off): 94 KIAS (94 KCAS)
  - Flaps $15^\circ$ (take off & approach): 85 KIAS (85 KCAS)

### Maximum Tire Ground Speed

- Landing Gear Operating: $V_{LO}$
  - (525C-0001 and On) Extending: 200 KIAS (200 KCAS)
  - (525C-0001 and On) Retracting: 200 KIAS (199 KCAS)
- Landing Gear Extended: $V_{LE}$
  - 200 KIAS (199 KCAS)
- Minimum Control Ground: $V_{MCG}$
  - 88 KIAS (88 KCAS)
- Minimum Control Air: $V_{MCA}$
  - Flaps $0^\circ$ (take off): 94 KIAS (94 KCAS)
  - Flaps $15^\circ$ (take off & approach): 85 KIAS (85 KCAS)

### Maximum Operating Altitude:

- 13, 716 m (45,000 ft)

### 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)

### 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>525C-0001 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>

### Centre of Gravity Range: (Gear Extended)*

(525C-0001 and On):

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*An agency of the European Union*
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)  F.S. 306.65 (14.5% MAC)
Allowable Forward C.G up to 4,753 kg (10,500 lbs)  F.S. 312.06 (21.0% MAC)
Allowable Forward C.G up to 4,309 kg (9,500 lbs)  F.S. 317.89 (28.0% MAC)
Aft C.G Up to 7,743 kg (17,230 lbs)  F.S. 316.23 (26.0% MAC)
Aft C.G Up to 6,577 kg (14,500 lbs)  F.S. 317.06 (27.0% MAC)
Aft C.G Up to 4,309 kg (9,500 lbs)  F.S. 316.23 (26.0% 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:

- Elevator
  - Up 25.5 +/- 0.5 degrees
  - Down 12.0 +/- 1 degrees

- Elevator Trim Tab
  - Up 6.0 +/- 1 degrees
  - Down 14.0 +/- 1 degrees

- Rudder
  - Right 32.0 +/- 1 degrees
  - Left 32.0 +/- 1 degrees

- Rudder Trim Tab
  - Right 20.0 +/- 1 degrees
  - Left 20.0 +/- 1 degrees

- Aileron
  - Up 23.5 +/- 1.0 degrees
  - Down 20.5 +/- 1 degrees

- Aileron Trim Tab
  - Up 19.0 +/- 1 degrees
  - Down 19.0 +/- 1 degrees

- Wing Flap
  - Up 0 +/- 1 degrees
  - 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:
(525C-0001 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 Airplane Flight Manual, Part number 525CFM-00(or later approved revision).

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
OSD FC Original from 20 Jun 2014 or later approved Revision

MMEL
MMEL 525MMELEU-01 from 19 August 2014 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:
   - Unusable Fuel 33.6 lb.
   - Full oil 24.16 lb.
   - Hydraulic Fluid 25.12 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 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 525C-0001 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 525C-0001 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

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue 01</td>
<td>13 March 2006</td>
<td>Initial Release</td>
</tr>
<tr>
<td>Issue 02</td>
<td>16 June 2006</td>
<td>Addition of Model 525B</td>
</tr>
<tr>
<td>Issue 03</td>
<td>10 July 2006</td>
<td>Addition of Model 525A Serial Numbers (525A-0300 and On)</td>
</tr>
<tr>
<td>Issue 04</td>
<td>14 March 2008</td>
<td>Corrections</td>
</tr>
<tr>
<td>Issue 05</td>
<td>18 May 2011</td>
<td>Addition of Model 525C</td>
</tr>
<tr>
<td>Issue 06</td>
<td>10 August 2012</td>
<td>Corrections</td>
</tr>
<tr>
<td>Issue 07</td>
<td>16 May 2013</td>
<td>Corrections</td>
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<tr>
<td>Issue 08</td>
<td>23 June 2014</td>
<td>Addition of Model 525 Serial Numbers (525-0800 and On)</td>
</tr>
<tr>
<td>Issue 09</td>
<td>18 May 2015</td>
<td>Addition of Model 525B Serial Numbers (525B-0057, 0451 and On) Corrections throughout all Models</td>
</tr>
<tr>
<td>Issue 10</td>
<td>17 Dec 2015</td>
<td>TC holder transfer from Cessna Aircraft Company to Textron Aviation Inc. Corrections throughout all documents Addition of OSD, CB for certain ECRs</td>
</tr>
<tr>
<td>Issue 11</td>
<td>22 June 2018</td>
<td>Deletion of wheels and tyres part numbers for alignment with FAA TCDS A1W1 rev 26</td>
</tr>
<tr>
<td>Issue 12</td>
<td>28 November 2018</td>
<td>Model C525 MZFW Increase Corrections</td>
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