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Flight Standardization Board Report

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Manufacturer Textron Aviation, Inc.

Type Certificate Data Sheet (TCDS)	TCDS Identifier	Marketing Name	Pilot Type Rating
A1WI	525	CJ, CJ1, CJ1+, M2, M2 Gen2	CE-525, CE-525S
A1WI	525A	CJ2, CJ2+	CE-525, CE-525S
A1WI	525B	CJ3, CJ3+, CJ3 Gen2	CE-525, CE-525S
A1WI	525C	CJ4	CE-525, CE-525S

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1. RECORD OF REVISIONS

Revision Number	Section(s)	Date
Original	All	12/11/1992
1	Cover Page, Table of Contents, 1, 3, 6	04/15/1996
2	All	12/21/2006
3	Cover Page, Table of Contents, 1, 3, Specifications for Currency, Appendix 1	04/09/2007
4	All	12/02/2011
5	All	06/04/2014
6	Cover Page, Table of Contents, 1 thru 8, 12, Appendices 1 and 5	12/01/2014
7	All	04/24/2019
8	All	04/17/2024
9	Cover Page, 2, 3, 4, 5, 6, 7, 9, 10, Appendices 3, 4, 6, and 7	07/21/2025
10	Cover Page, 3, 4, 5, 7, Appendices 2, 3 and 6	XX/XX/XXXXX

2. INTRODUCTION

The Aircraft Evaluation Division (AED) is responsible for working with aircraft manufacturers and modifiers, during the development and Federal Aviation Administration (FAA) certification of new and modified aircraft to determine:

- 1) The pilot type rating,
- 2) Flightcrew member training, checking, and currency requirements, and
- 3) Operational suitability.

This report lists those determinations for use by:

- 1) FAA employees who approve training programs,
- 2) FAA employees and designees who certify airmen, and
- 3) Aircraft operators and training providers, to assist them in developing their flightcrew member training, checking and currency.

3. HIGHLIGHTS OF CHANGE

The purpose of this revision is to add the CJ to the Garmin G600 TXi Integrated Avionics System Supplemental Type Certificate (STC) SA02571SE and update Appendix 3, Differences Tables with these installations.

4. BACKGROUND

The Small Aircraft Branch formed an Flight Standardization Board (FSB) that evaluated the CE-525 series aircraft as defined in FAA Type Certificate Data Sheet (TCDS) #A1WI. The evaluation was conducted during December 1992 using the methods described in FAA

Advisory Circular (AC) 120-53, Crew Qualification and Pilot Type Rating Requirements for Transport Category Aircraft Operated Under FAR Part 121.

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

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

The Small Aircraft Branch was designated the General Aviation Branch as a part of a reorganization of the AED.

In February 2024, the FSB conducted flight evaluations of Garmin G600 TXi Integrated Avionics System STC SA02571SE in a Textron Model 525A (CJ2) airplane. This avionics upgrade removes Rockwell Collins Pro Line 21 flight deck instrument equipment and replaces the PFD, MFD, FMS, COM/NAV radios, GPS receivers, audio panel, autopilot, and backup flight instruments with the Garmin G600 TXi Avionics System.

In April 2025, this Garmin G600 TXi Integrated Avionics system was added and evaluated in a Textron Model 525(CJ1) and in June 2026 it was evaluated in a Textron Model 525(CJ). It, as well as the associated AFM change, was found to be operationally suitable. Training and checking requirements are listed in Appendix 3, Differences Tables.

In April 2025, the FSB conducted an evaluation of the avionics suite in the Model 525 M2 Gen2 and CJ3 Gen2. The Model 525 M2 Gen2 and CJ3 Gen2 are based off the current Garmin G3000 architecture for navigation, communication, flight management system, performance figures and some aircraft systems management. Both aircraft also add standard autothrottles and relocate the speedbrake switch from the quadrant panel to the throttle knobs. The handling characteristics of the base and variant airplanes are identical. The FSB as part of the FSB process evaluated the associated AFM change and was found operationally suitable. Additionally, the FSB determined that the Model 525 M2 Gen2 and CJ3 Gen2 maintain the CE-525 type rating. Training and checking requirements are listed in Appendix 3, Differences Tables.

5. ACRONYMS

- 14 CFR Title 14 of the Code of Federal Regulations
- AC Advisory Circular
- ACFT Aircraft
- ACS Airman Certification Standards
- ADI Attitude Direction Indicator
- ADF Automatic Direction Finder

• ADS-B	Automatic Dependent Surveillance-Broadcast
• AED	Aircraft Evaluation Division
• AFCS	Automatic Flight Control System
• AFD	Adaptive Flight Display
• AFM	Airplane Flight Manual
• AFMS	Airplane Flight Manual Supplement
• AS	Airspeed
• AT	Autothrottle
• ATC	Air Traffic Control
• ATP	Airline Transport Pilot
• AV	Audiovisual Presentation
• BOW	Basic Operating Weight
• CAS	Crew Alert System
• CCP	Cursor Control Panel
• CDU	Control Display Unit
• CLB	Climb
• COM	Communications
• CPT	Cockpit Procedures Trainer
• CRM	Crew Resource Management
• CWA	Center Weather Advisory
• DBU	Database Unit
• DCP	Display Control Panel
• DME	Distance Measurement Equipment
• EADI	Electronic Attitude Director Indicator
• EDS	Embedded Display System
• EFVS	Enhanced Flight Vision System
• EHSI	Electronic Horizontal-Situation Indicator
• EICAS	Engine Indicating and Crew Alerting System
• EIS	Engine Indicating System
• ESIS	Electronic Standby Instrument System
• FAA	Federal Aviation Administration
• FADEC	Full-Authority Digital Engine Control
• FFS	Full Flight Simulator
• FMS	Flight Management System
• FSA	File Server Application
• FSB	Flight Standardization Board
• FSBR	Flight Standardization Board Report
• FSTD	Flight Simulation Training Device
• FTD	Flight Training Device
• GDL	Garmin Datalink
• GPS	Global Positioning System
• GTC	Garmin Touch Controller
• HO	Handout
• HSI	Horizontal Situation Indicator

• IAPS	Integrated Avionics Processor System
• ICBI	Interactive Computer-Based Instruction
• IMS	Information Management System
• LED	Light-Emitting Diode
• MAC	Mean Aerodynamic Chord
• MCT	Maximum Continuous Thrust
• MDR	Master Differences Requirements
• MFD	Multifunction Flight Display
• MFF	Mixed Flying Fleet
• MKP	Multifunction Keypad Panel
• N ₁	Engine Low Pressure Rotational Speed
• NAV	Navigation
• NAS	National Airspace System
• NEXRAD	Next Generation Weather Radar
• ODR	Operator Differences Requirements
• Part 91K	Part 91 Subpart K
• PFD	Primary Flight Display
• PIC	Pilot In Command
• PTS	Practical Test Standards
• PTT	Part Task Trainers
• RTU	Radio Tuning Unit
• SIC	Second In Command
• SKP	Single Knob Panel
• SRM	Single Pilot Resource Management
• STC	Supplemental Type Certificate
• SU	Stand-Up Instruction
• SVS	Synthetic Vision System
• SVT	Synthetic Vision Technology
• SXM	Sirius XM Satellite
• TA/RA	Traffic Alert/Resolution Advisory
• TAWS	Terrain Awareness and Warning System
• TC	Type Certificate
• TCAS	Traffic Alert and Collision Avoidance System
• TCBI	Tutorial Computer-Based Instruction
• TCDS	Type Certificate Data Sheet
• T/O	Takeoff
• TOGA	Takeoff/Go-Around
• TOLD	Take Off and Landing Data
• V _{MO} /M _{MO}	Maximum Operating Limit Speed
• VNAV	Vertical Navigation
• VSD	Vertical Situation Display
• WX	Weather

6. DEFINITIONS

These definitions are for the purposes of this report only.

- 6.1 Base Aircraft.** An aircraft identified for use as a reference to compare differences with another aircraft.
- 6.2 Current.** A crewmember meets all requirements to operate the aircraft under the applicable operating part.
- 6.3 Differences Tables.** Describe the differences between a pair of related aircraft, and the minimum levels operators must use to conduct differences training and checking of flightcrew members. Differences levels range from A to E.
- 6.4 Master Differences Requirements (MDR).** Specifies the minimum levels of training and checking required between a pair of related aircraft, derived from the highest level in the Differences Tables.
- 6.5 Mixed Fleet Flying (MFF).** The operation of a base aircraft and one or more related aircraft for which credit may be taken for training, checking, and currency events.
- 6.6 Operational Evaluation.** The AED process to determine pilot type rating, minimum flightcrew member training, checking and currency requirements, and unique or special airman certification requirements (e.g., specific flight characteristics, no-flap landing).
- 6.7 Operational Suitability.** The AED determination that an aircraft or system may be used in the National Airspace System (NAS) and meets the applicable operational regulations (e.g., Title 14 of the Code of the Federal Regulations (14 CFR) parts 91, 121, 133, and 135).
- 6.8 Qualified.** A flightcrew member holds the appropriate airman certificate and ratings as required by the applicable operating part.
- 6.9 Related Aircraft.** Any two or more aircraft of the same make with either the same or different type certificates (TC) that have been demonstrated and determined by the Administrator to have commonality.
- 6.10 Seat-Dependent Tasks.** Maneuvers or procedures using controls that are accessible or operable from only one flightcrew member seat.
- 6.11 Special Emphasis Area.** A training requirement unique to the aircraft, based on a system, procedure, or maneuver, which requires additional highlighting during training. It may also require additional training time, specialized flight simulation training devices (FSTD) or training equipment.
- 6.12 Specific Flight Characteristics.** A maneuver or procedure with unique handling or performance characteristics that the FSB has determined must be checked.

7. PILOT TYPE RATING

7.1 Type Rating. The Textron 525, 525A, 525B, and 525C type rating designation is CE-525 or CE-525S. The Garmin G1000 avionics STC was evaluated and has the same CE-525 or CE-525S type rating. The Rockwell Collins Pro Line Fusion® EDS avionics STC was evaluated and has the same CE-525 or CE-525S type rating. The Garmin G600 TXi Integrated Avionics System STC was evaluated and has the same CE-525 or CE-525S type rating. The Gen2 upgrade was evaluated and has the same CE-525 or CE-525S type rating.

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

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

7.2 Common Type Ratings. Not applicable.

7.3 Military Equivalent Designations. Military aircraft that qualify for the CE-525 or CE-525S type rating can be found FAA Airmen Certification web page at https://www.faa.gov/licenses_certificates/airmen_certification under “Quick Links,” “Pilot Certificate Aircraft Type Designations.” This document is kept up-to-date and can be accessed directly at <https://registry.faa.gov/typeratings/>.

At the time of this publication, there are no military aircraft that qualify for the CE-525 or CE-525 type rating.

8. RELATED AIRCRAFT

8.1 Related Aircraft on Same TCDS.

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

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

8.2 Related Aircraft on Different TCDS. Not applicable.

9. PILOT TRAINING

9.1 Airman Experience.

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

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

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

9.2 Special Emphasis Areas.

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

- a) Crew Resource Management (CRM) for CE-525 type ratings or Single Pilot Resource Management (SRM) for CE-525S type ratings.
- b) Traffic Alert and Collision Avoidance System (TCAS) and Terrain Awareness and Warning System (TAWS).
- c) Weather radar.

9.3 Specific Flight Characteristics.

There are no special flight characteristics.

9.4 Seat-Dependent Tasks.

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

9.5 Regulatory Training Requirements Which Are Not Applicable to the CE-525 Series.

9.5.1 Title 14 CFR Part 135 Ground Training: Propellers.

9.6 Flight Simulation Training Devices (FSTD).

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

9.7 Training Equipment.

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

9.8 Differences Training Between Related Aircraft.

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

To comply with 14 CFR part 91, § 91.1107 and part 135, § 135.351, for operators with a CE-525 series mixed fleet, one aircraft variation of the mixed fleet must be covered during annual recurrent training, with Level C avionics differences training for each of the other variations with different avionics suites. Each year, a different aircraft variation should be covered until all variations in the fleet are completed over the span of one variation for each year.

10. PILOT CHECKING

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

The probability of flap extension failure on the CE-525 series is not extremely remote due to system design. Therefore, demonstration of a no-flap approach and landing during pilot certification or a 14 CFR part 61, § 61.58 proficiency check, § 91.1065 competency check, or § 135.293 competency check is required. Refer to FAA Order 8900.1, Volume 5, Airman Certification, when the test or check is conducted in an aircraft versus an FFS.

10.2 Specific Flight Characteristics.

There are no specific flight characteristics.

10.3 Seat-Dependent Tasks.

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

10.4 Other Checking Items. Not applicable.

10.5 Flight Simulation Training Devices (FSTD).

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

10.6 Equipment.

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

10.7 Differences Checking Between Related Aircraft.

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

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

11. PILOT CURRENCY

There are no additional currency requirements for the CE-525 series other than those already specified in 14 CFR parts 61 and 135.

11.1 Differences Currency Between Related Aircraft. Not applicable.

12. OPERATIONAL SUITABILITY

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

13. MISCELLANEOUS

13.1 Forward Observer Seat.

The CE-525 series aircraft are not equipped with a dedicated forward observer seat, nor is one offered as an option. Due to the availability of various passenger configurations, the determination of suitability for use of a forward passenger seat for use in conducting enroute inspections or flight checks in accordance with 14 CFR part 135 will need to be determined by the FAA inspector conducting the enroute inspections or flight checks.

13.2 Aircraft Approach Category. (Reference 14 CFR Part 97, § 97.3).

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

13.3 Normal Landing Flaps.

The CE-525 series normal “final landing flap setting” per 14 CFR § 91.126(c) is flaps “land” or “35” as applicable.

13.4 Aircraft Proving Tests.

Proving tests in accordance with 14 CFR § 135.145 are appropriate when the CE-525 series is new to an operator. When an operator is currently operating a CE-525 series aircraft and the operator introduces a new variation of the CE-525 series aircraft into the same operation, proving tests are not required.

APPENDIX 1. DIFFERENCES LEGEND

Training Differences Legend

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

Checking Differences Legend

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

APPENDIX 2. MASTER DIFFERENCES REQUIREMENTS (MDR) TABLE

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

To Related Aircraft ↓	From Base Aircraft →	CE-525 (CJ)	CE-525 (CJ1)	CE-525 (CJ1+)	CE-525 (M2)	CE-525 (M2 Gen2)	CE-525A (CJ2)	CE-525A (CJ2+)	CE-525B (CJ3)	CE-525B (CJ3+)	CE-525B (CJ3 Gen2)	CE-525C (CJ4)
CE-525 (CJ)		Not applicable	D/D	D/D	D/D	D/D	D/D	D/D	D/D	D/D	D/D	D/D
CE-525 (CJ1)		D/D	Not applicable	C/C	D/D	D/D	D/D	D/D	D/D	D/D	D/D	D/D
CE-525 (CJ1+)		D/D	C/C	Not applicable	D/D	D/D	D/D	D/D	D/D	D/D	D/D	D/D
CE-525 (M2)		Not evaluated	Not evaluated	D/D	Not applicable	D/D	Not evaluated	D/D	D/D	D/D	D/D	D/D
CE-525 (M2 Gen2)		D/D	D/D	D/D	D/D	Not Applicable	D/D	D/D	D/D	D/D	D/D	D/D
CE-525A (CJ2)		D/D	D/D	D/D	D/D	D/D	Not applicable	C/C	C/C	D/D	D/D	D/D
CE-525A (CJ2+)		D/D	D/D	D/D	D/D	D/D	C/C	Not applicable	B/B	C/C	D/D	D/D
CE-525B (CJ3)		D/D	D/D	D/D	D/D	D/D	C/C	B/B	Not applicable	C/C	D/D	D/D
CE-525B (CJ3+)		D/D	D/D	D/D	D/D	D/D	Not evaluated	C/C	C/C	Not applicable	D/D	D/D

To Related Aircraft ↓	From Base Aircraft →	CE-525 (CJ)	CE-525 (CJ1)	CE-525 (CJ1+)	CE-525 (M2)	CE-525 (M2 Gen2)	CE-525A (CJ2)	CE-525A (CJ2+)	CE-525B (CJ3)	CE-525B (CJ3+)	CE-525B (CJ3 Gen2)	CE-525C (CJ4)
CE-525B (CJ3 Gen2)		D/D	D/D	D/D	D/D	D/D	D/D	D/D	D/D	D/D	Not Applicable	D/D
CE-525C (CJ4)		D/D	D/D	D/D	D/D	D/D	D/D	D/D	D/D	D/D	D/D	Not applicable
CE-525 w/ G1000		D/D	Not evaluated	Not evaluated	Not evaluated	D/D	Not evaluated	Not evaluated	Not evaluated	Not evaluated	D/D	Not evaluated
CE-525B w/ Pro Line Fusion®		Not evaluated	Not evaluated	Not evaluated	Not evaluated	D/D	Not evaluated	Not evaluated	C/C	Not evaluated	D/D	Not evaluated
CE-525A w/ Garmin G600 TXi System		D/D	D/D	D/D	D/D	D/D	C/C	C/C	D/D	D/D	D/D	D/D
CE-525 CJ/CJ1-w/ Garmin G600 TXi System		C/C	C/C	C/C	D/D	D/D	D/D	D/D	D/D	D/D	D/D	D/D

APPENDIX 3. DIFFERENCES TABLES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FROM BASE AIRCRAFT: 525 (CJ1+) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls. Pressurization controller now integrated into MFD – landing elevation and cabin altitude display. Cabin door seal no longer inflatable. Manual pressurization system removed.	No	Yes	C	C
	ATA 22 Autoflight	Location of controls and pilot interface.	No	Yes	C	C
	ATA 23 Communications	No Collins radio tuning units (RTU), tuning through CDUs.	No	Yes	C	C
	ATA 24 Electrical Power	Ammeters now integrated into MFD – systems display with new limits. Four power states: normal, converted bus, emergency bus, and standby battery.	No	Yes	C	C
	ATA 26 Fire Protection	Zonal bleed leak detection system. Single fire bottle for fire suppression. Added baggage smoke detection system.	No	Yes	C	C

FROM BASE AIRCRAFT: 525 (CJ1+) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers. Speed brakes are now modulated and not two position only. Variable rate primary trim system. New electric secondary trim. Aileron and rudder trim now electric. Flap and trim synoptic on MFD. Added rudder bias.	Yes	Yes	D FTD 6	D FTD 6
	ATA 28 Fuel	Increased fuel capacity. Single point refueling.	No	Yes	A	A
	ATA-29 Hydraulic Power	Full time 3,000 psi system replaces 1,500 psi open center system. Pressure indication added to systems overlay page.	No	Yes	C	C

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

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

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

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

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

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

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

FROM BASE AIRCRAFT: 525A (CJ2) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 26 Fire Protection	Zonal bleed leak detection system. Single fire bottle for fire suppression. Added baggage smoke detection system.	No	Yes	C	C
	ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers. Speed brakes are now modulated and not two position only.. Variable rate primary trim system New electric secondary trim. Aileron and rudder trim now electric. Flap and trim synoptic on MFD.	Yes	Yes	D FTD 6	D FTD 6
	ATA 28 Fuel	Increased fuel capacity. Single point refueling.	No	Yes	A	A
	ATA-29 Hydraulic Power	Full time 3,000 psi system replaces 1,500 psi open center system. Pressure indication added to systems overlay page.	No	Yes	C	C

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

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

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

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

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

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

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

FROM BASE AIRCRAFT: 525 (CJ1) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 21 Air Conditioning	Separate cockpit and cabin temperature controls. Pressurization controller now integrated into MFD – landing elevation and cabin altitude display. Cabin door seal no longer inflatable. Manual pressurization system removed.	No	Yes	C	C
	ATA 22 Autoflight	Location of controls and pilot interface.	No	Yes	D FTD 6	D FTD 6
	ATA 23 Communications	Radio tuning through CDUs. There is no longer a separate radio stack.	No	Yes	C	C
	ATA 24 Electrical Power	Ammeters now integrated into MFD – systems display with new limits. Four power states: normal, converted bus, emergency bus, and standby battery.	No	Yes	C	C
	ATA 26 Fire Protection	Zonal bleed leak detection system. Single fire bottle for fire suppression. Added baggage smoke detection system.	No	Yes	C	C

FROM BASE AIRCRAFT: 525 (CJ1) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 27 Flight Controls	No longer ground flaps, use modulated speed brake/ground spoiler lever to select ground spoilers. Speed brakes are now modulated and not two position only. Variable rate primary trim system. New electric secondary trim. Aileron and rudder trim now electric. Flap and trim synoptic on MFD. Added rudder bias.	Yes	Yes	D FTD 6	D FTD 6
	ATA 28 Fuel	Increased fuel capacity. Single point refueling.	No	Yes	A	A
	ATA 29 Hydraulic Power	Full time 3,000 psi system replaces 1,500 psi open center system. Pressure indication added to systems overlay page.	No	Yes	C	C

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FROM BASE AIRCRAFT: 525 (CJ1+) TO RELATED AIRCRAFT: 525 (M2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 33 Lights	Lighting controls relocated on switch panel and partly automated and integrated into the GTCs.	No	Yes	A	A
	ATA 34 Navigation	FMS functions are provided on two GTCs instead of a dedicated FMS controller.	No	Yes	D FTD-6	D
	ATA 34 Navigation	Garmin PFD/MFD replaces Collins PFD/MFD. A PFD controller for each PFD is located on the fire tray.	No	Yes	D FTD-6	D
	ATA 34 Navigation	Garmin synthetic vision technology added..	No	Yes	D FTD-6	D
	ATA 34 Navigation	Standby flight display relocated to fire tray.	No	Yes	D FTD-6	D
	ATA 35 Oxygen	Oxygen gauge on EIS replaces a mechanical oxygen gauge.	No	No	A	A
	ATA 74 Ignition	Engine ignition control on the GTCs replaces switches.	No	No	A	A
	ATA 76 Engine Control	Engine start switches moved from left panel to pedestal.	No	No	A	A

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

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

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

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

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525B (CJ3+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Panel Layout	G3000 system replaces Collins Pro Line 21. Switches rearranged on new tilt panel to accommodate touch controllers in center tilt panel.	No	Yes	C	C
	ATA 21 Air Conditioning	Temperature and pressurization control incorporated into the GTCs, replacing manual switches and knobs. Backup control still provided with manual switches. Remaining pressurization controls relocated from center tilt panel to left tilt panel.	No	Yes	B	B
	ATA 22 Autoflight	Garmin AFCS replaces Collins AFCS. The AFCS mode selector panel is relocated from above each PFD to a central location on the fire tray.	No	Yes	C	C
	ATA 23 Communications	Two GTCs replace radio tuning units.	No	Yes	B	B

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

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525B (CJ3+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	Garmin PFD/MFD replaces Collins PFD/MFD. A PFD controller for each PFD is located on the fire tray.	No	Yes	C	C
	ATA 34 Navigation	Garmin synthetic vision technology added.	No	Yes	C	C
	ATA 34 Navigation	Standby flight display relocated to fire tray.	No	Yes	C	C
	ATA 35 Oxygen	Oxygen gauge on EIS replaces a mechanical oxygen gauge.	No	No	A	A
	ATA 74 Ignition	Engine ignition control on the GTCs replaces switches.	No	No	A	A
	ATA 76 Engine Controls	Engine start switches moved from left panel to pedestal.	No	No	A	A
	ATA 76 Engine Controls	FADEC reset switches moved to the GTCs. FADEC channel select buttons are removed.	No	No	A	A
	ATA 76 Engine Controls	Throttles shortened by 1 in.	No	No	A	A

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525B (CJ3+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 77 Engine Indicating	Garmin EIS display replaces Collins EIS display and annunciator panel.	No	Yes	B	B

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

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

This **Design Differences** table, from the **525A (CJ2, CJ2+)** to the **525A (CJ2-Garmin G600 TXi Integrated Avionics System)** was validated by the FSB in February 2024. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525A (CJ2, CJ2+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
TO RELATED AIRCRAFT: 525A (CJ2-Garmin G600 TXi System)						
	Instrument Panel Layout	Garmin TXi/GTN/GI275/GFC600 autopilot, engine instruments, primary flight instruments, standby instruments, N ₁ computer, and COM/NAV/GPS/FMS. Similar functionality and pilot interface to the Garmin G3000 flight deck. Differences in LRU locations, and touch screen capabilities.	No	Yes	C	C
	Electrical Power	EMER bus powers PFD and GPS/NAV/COM #1. Standby ADI is battery powered internally. Remainder of the EMER bus architecture is the same as the CJ2.	No	Yes	B	B
	Engine Control	Related aircraft is non-FADEC controlled. Include N ₁ target references on EIS.	No	Yes	B	B

This **Maneuver Differences** table, from the **525A (CJ2, CJ2+)** to the **525A (CJ2- G600 TXi Integrated Avionics System)** was validated by the FSB in February 2024. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525A (CJ2, CJ2+) TO RELATED AIRCRAFT: 525A (CJ2-Garmin G600 TXi System)	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Preflight	Avionics Preflight.	No	Yes	B	B
	Engine Start	Engine Gauges on TXi EIS. ITT markings change for start.	No	No	A	A
	Takeoff	Engine Power Instruments on TXi EIS. N ₁ target reference available on TXi EIS. Takeoff speeds calculated manually and entered via PFD controls.	No	No	B	A
	Climb Cruise Descent	N ₁ Computer allows calculated MCT through entire climb/level off.	No	Yes	A	A
	Instrument Approaches	PFD, MFD, and controllers, GPS, Autopilot, Synthetic Vision System.	No	Yes	C	C
	Landing	Landing speeds calculated manually and entered via PFD controls.	No	No	A	A
	Normal Procedures	See Airplane Flight Manual Supplement (AFMS) for review of all Normal Procedures.	No	Yes	C	C
	Abnormal Procedures	See AFMS for new or changed Abnormal Procedures.	No	Yes	C	C

FROM BASE AIRCRAFT: 525A (CJ2, CJ2+) TO RELATED AIRCRAFT: 525A (CJ2-Garmin G600 TXi System)						
	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Emergency Procedures	See AFMS for new or changed Emergency Procedures.	No	Yes	C	C

This **Design Differences** table, from the **525 (CJ, CJ1, CJ1+)** to the **525 (CJ, CJ1-Garmin G600 TXi Integrated Avionics System)** was validated by the FSB in April 2025. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: (CJ, CJ1, CJ1+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
TO RELATED AIRCRAFT: (CJ, CJ1-Garmin G600 TXi)						
	Instrument Panel Layout	Removal of all Honeywell and Collins analog and Collins Pro Line flight instrumentation. Replaced with Garmin TXi/GTN/GI275/GFC600 autopilot, engine instruments, primary flight instruments, standby instruments, N ₁ computer, and COM/NAV/GPS/FMS.	No	Yes	C	C
	Electrical Power	EMER bus powers PFD and GPS/NAV/COM #1. Standby ADI is battery powered internally. Remainder of the EMER bus architecture is the same as the base CJ or CJ1.	No	Yes	B	B
	Engine Control	Non-FADEC manual engine control with N ₁ target computer.	No	Yes	B	B

This **Maneuver Differences** table, from the **525 (CJ, CJ1, CJ1+)** to the **525 (CJ, CJ1-Garmin G600 TXi Integrated Avionics System)** was validated by the FSB in April 2025. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: (CJ, CJ1, CJ1+)	TO RELATED AIRCRAFT: (CJ, CJ1-Garmin G600 TXi)	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
		Preflight	Avionics Preflight.	No	Yes	B	B
		Engine Start	Engine Gauges on TXi EIS. ITT markings change for start. Non-FADEC (manual) engine control.	No	No	A	A
		Takeoff	Engine Power Instruments on TXi EIS. N ₁ target reference available on TXi EIS. Takeoff speeds calculated manually and entered via PFD controls.	No	No	B	A
		Climb Cruise Descent	N ₁ Computer allows calculated T/O, CLB, MCT (as appropriate) through entire climb/level off.	No	Yes	A	A
		Instrument Approaches	PFD, MFD, and controllers, GPS, Autopilot, Synthetic Vision System.	No	Yes	C	C
		Landing	Landing speeds calculated manually and entered via PFD controls.	No	No	A	A
		Normal Procedures	See AFMS for review of all Normal Procedures.	No	Yes	C	C
		Abnormal Procedures	See AFMS for new or changed Abnormal Procedures.	No	Yes	C	C

FROM BASE AIRCRAFT: (CJ, CJ1, CJ1+)	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
TO RELATED AIRCRAFT: (CJ, CJ1-Garmin G600 TXi)	Emergency Procedures	See AFMS for new or changed Emergency Procedures.	No	Yes	C	C

This **Design Differences** table, from the **525 (M2)** to the **525 (M2 Gen2)** was validated by the FSB in April 2025. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (M2) TO RELATED AIRCRAFT: 525 (M2 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Airworthiness Limitations	See AFM for any avionics or autothrottle related changes.	No	Yes	A	A
	ATA 23 Communications	GDL 59 and FS510 are replaced with GDL 60. The GDL 60 enables high-bandwidth data exchange for uploading maintenance information and downloading charts and databases. Also provides internal Bluetooth and WiFi connectivity on the ground for loading of flight plan, with optional in-air connectivity with GSR 56 Iridium Datalink.	No	No	A	A
	ATA 27 Flight Controls	Speed brake switch changed from a guarded toggle switch in pedestal to a switch on the outboard sides of each throttle knob.	No	Yes	A	A

FROM BASE AIRCRAFT: 525 (M2) TO RELATED AIRCRAFT: 525 (M2 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 27 Flight Controls	Autothrottle mode being used displayed on the flight management window at the top of each PFD.	No	Yes	A	A
	ATA 27 Flight Controls	GMC 710 AFCS panel is replaced with GMC 711 AFCS panel which includes the addition of the FMS/Manual speed control for the autothrottle.	No	Yes	D/FFS	D
	ATA 31 Indicating/Recording Systems	The following new CAS messages were added: • AT FAIL (white). • AT RETARD FAIL (amber). • PYLON O'TEMP L/R (amber). • TAKEOFF THR TIME LIM (white/amber). • ELEV TRIM SWITCH L-R CAS (amber). • ADS-B TX OFF (white/amber).	No	Yes	A	A
	ATA 31 Indicating/Recording Systems	The following new PFD messages were added (Autothrottle Alerts): • AT. • AT AUTO ON. • AT SPD LIM. • AT THR LIM.	No	Yes	A	A
	ATA 34 Navigation	Databases will now be downloaded from the Garmin servers automatically, even when aircraft is powered off.	No	No	A	A

FROM BASE AIRCRAFT: 525 (M2) TO RELATED AIRCRAFT: 525 (M2 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	FMS enhancements, including: • Flight Plan Waypoint Crossing History. • Lateral Guidance for Along-Track Waypoint. • VNAV through holding patterns. • Flight Plan Performance.	No	No	A	A
	ATA 34 Navigation	Map and charts updates, including: • Motion-Compensated Weather Radar on Moving Maps. • Updated SafeTaxi and Basemap Database Formats. • Runway Intersection Distances for Takeoff and Landings.	No	No	A	A
	ATA 34 Navigation	SXM Weather Enhancements, including: • Center Weather Advisory (CWA). • Temperatures Aloft. • Surface Visibility.	No	No	A	A
	ATA 34 Navigation	VSD Enhancements, including: • Flight Plan Preview. • Advisory DESC Point.	No	No	A	A

FROM BASE AIRCRAFT: 525 (M2) TO RELATED AIRCRAFT: 525 (M2 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	SVT Enhancements, including: • Enhanced Terrain. • 3D SafeTaxi (airport depiction). • Phase of Flight Layouts (normal, taxi). • Enhanced Airport Signs. • Enhanced Runways. • Runway Locator. • Traffic Highlight.	No	No	A	A
	ATA 34 Navigation	TA/RA alerts are now suppressed while the operator's aircraft is on the ground. Only Proximity Advisories and Other Traffic symbology will be shown on the display while on ground.	No	No	A	A
	ATA 34 Navigation	Display Presets.	No	No	A	A
	ATA 36 Pneumatic	Changed duct material from aluminum to stainless steel and added a new temperature sensor for the ram air modulating valve.	No	No	A	A

FROM BASE AIRCRAFT: 525 (M2) TO RELATED AIRCRAFT: 525 (M2 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 76 Engine Controls	Throttle quadrant replaced with a new throttle quadrant that supports autothrottles. Autothrottle engage switches are added to the aft side of each throttle lever, just below the knob. Autothrottle disengage switches are added to the forward side of each knob.	Yes	Yes	D/FFS	D
	ATA 76 Engine Controls	TOGA switch added to outboard side of right throttle knob, like left knob, to facilitate operation of the TOGA function by the copilot.	No	No	A	A
	ATA 76 Engine Controls	Throttle gate lifters changed from a knob on the outside of each throttle lever to a paddle shaped grip on the aft side of each lever. The cutoff engagement travel and lockout slot in the throttle quadrant remain unchanged.	No	No	A	A
	ATA 76 Engine Controls	Throttle lever friction knob is removed. This is replaced by safety-wire secured nuts used by maintenance personnel to set the friction.	No	Yes	A	A
	ATA 77 Engine Indicating	Garmin EIS updated to indicate different colors for the N ₁ thrust modes on whether autothrottle was engaged or not.	No	Yes	A	A

This **Maneuvers Differences** table, from the **525 (M2)** to the **525 (M2 Gen2)** was validated by the FSB in April 2025. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (M2) TO RELATED AIRCRAFT: 525 (M2 Gen2)	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Rejected Takeoff	With Autothrottle ON.	Yes	Yes	D/FFS	D
	Multiengine Go-Around	With Autothrottle ON.	Yes	Yes	D/FFS	D
	Low Altitude Level Off	With Autothrottle ON.	Yes	Yes	D/FFS	D
	Visual or Instrument Departure	With Autothrottle ON.	No	Yes	D/FFS	D
	Climb and Descent	With Autothrottle ON.	No	Yes	D/FFS	D
	Visual or Instrument Approach to Landing	With Autothrottle ON.	No	Yes	D/FFS	D

This **Design Differences** table, from the **525B (CJ3+)** to the **525 (CJ3 Gen2)** was validated by the FSB in April 2025. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525B (CJ3+) TO RELATED AIRCRAFT: 525B (CJ3 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Airworthiness Limitations	See AFM for any avionics or autothrottle related changes.	No	Yes	A	A
	ATA 23 Communications	GDL 59 and FS510 are replaced with GDL 60. The GDL 60 enables high-bandwidth data exchange for uploading maintenance information and downloading charts and databases. Also provides internal Bluetooth and Wi-Fi connectivity on the ground for loading of flight plan, with optional in-air connectivity with GSR 56 Iridium Datalink.	No	No	A	A
	ATA 24 Electrical	Current GCU is being replaced with digital GCU.	No	No	A	A
	ATA 27 Flight Controls	Speed brake switch changed from a guarded toggle switch in pedestal to a switch on the outboard sides of each throttle knob.	No	No	A	A
	ATA 27 Flight Controls	Autothrottle mode being used displayed on the flight management window at the top of each PFD.	No	Yes	A	A

FROM BASE AIRCRAFT: 525B (CJ3+) TO RELATED AIRCRAFT: 525B (CJ3 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 27 Flight Controls	GMC 710 AFCS panel is replaced with GMC 711 AFCS panel which includes the addition of the FMS/Manual speed control for the autothrottle.	No	Yes	D/FFS	D
	ATA 31 Indicating/Recording Systems	The following new CAS messages were added: • AT FAIL (white). • AT RETARD FAIL (amber). • PYLON O'TEMP L/R (amber). • TO THR TIME LIMT (white/amber). • ELEV TRIM SWITCH L-R CAS (amber). • ADS-B TX OFF (white/amber).	No	Yes	A	A
	ATA 31 Indicating/Recording Systems	The following new PFD messages were added (Autothrottle Alerts): • AT. • AT AUTO ON. • AT SPD LIM. • AT THR LIM.	No	Yes	A	A
	ATA 34 Navigation	Databases will now be downloaded from the Garmin servers automatically, even when aircraft is powered off.	No	No	A	A

FROM BASE AIRCRAFT: 525B (CJ3+) TO RELATED AIRCRAFT: 525B (CJ3 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	FMS enhancements, including: • Flight Plan Waypoint Crossing History. • Lateral Guidance for Along-Track Waypoint. • VNAV through holding patterns. • Flight Plan Performance.	No	No	A	A
	ATA 34 Navigation	Map and charts updates, including: • Motion-Compensated Weather Radar on Moving Maps. • Updated SafeTaxi and Basemap Database Formats. • Runway Intersection Distances for Takeoff and Landings.	No	No	A	A
	ATA 34 Navigation	SXM Weather Enhancements, including: • Center Weather Advisory (CWA). • Temperatures Aloft. • Surface Visibility.	No	No	A	A
	ATA 34 Navigation	VSD Enhancements, including: • Flight Plan Preview. • Advisory DESC Point.	No	No	A	A

FROM BASE AIRCRAFT: 525B (CJ3+) TO RELATED AIRCRAFT: 525B (CJ3 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	SVT Enhancements, including: • Enhanced Terrain. • 3D SafeTaxi (airport depiction). • Phase of Flight Layouts (normal, taxi). • Enhanced Airport Signs. • Enhanced Runways. • Runway Locator. • Traffic Highlight.	No	No	A	A
	ATA 34 Navigation	TA/RA alerts are now suppressed while the operator's aircraft is on the ground. Only Proximity Advisories and Other Traffic symbology will be shown on the display while on ground.	No	No	A	A
	ATA 34 Navigation	Display Presets.	No	No	A	A
	ATA 36 Pneumatic	Changed duct material from aluminum to stainless steel and added a new temperature sensor for the ram air modulating valve.	No	No	A	A

FROM BASE AIRCRAFT: 525B (CJ3+) TO RELATED AIRCRAFT: 525B (CJ3 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 76 Engine Controls	Throttle quadrant replaced with a new throttle quadrant that supports autothrottles. Autothrottle engage switches are added to the aft side of each throttle lever, just below the knob. Autothrottle disengage switches are added to the forward side of each throttle knob.	Yes	Yes	D/FFS	D
	ATA 76 Engine Controls	TOGA switch added to outboard side of right throttle knob, like left knob, to facilitate operation of the TOGA function by the copilot.	No	No	A	A
	ATA 76 Engine Controls	Throttle gate lifters changed from a knob on the outside of each throttle lever to a paddle shaped grip on the aft side of each lever. The cutoff engagement travel and lockout slot in the throttle quadrant remain unchanged.	No	No	A	A
	ATA 76 Engine Controls	Throttle lever friction knob is removed. This is replaced by safety-wire secured nuts used by maintenance personnel to set the friction.	No	Yes	A	A
	ATA 77 Engine Indicating	Garmin EIS updated to indicate different colors for the N ₁ thrust modes on whether autothrottle was engaged or not.	No	Yes	A	A

This **Maneuver Differences** table, from the **525B (CJ3+)** to the **525 (CJ3 Gen2)** was validated by the FSB in April 2025. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525B (CJ3+) TO RELATED AIRCRAFT: 525B (CJ3 Gen2)	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Rejected Takeoff	With Autothrottle ON.	Yes	Yes	D/FFS	D
	Multiengine Go-Around	With Autothrottle ON.	Yes	Yes	D/FFS	D
	Low Altitude Level Off	With Autothrottle ON.	Yes	Yes	D/FFS	D
	Visual or Instrument Departure	With Autothrottle ON.	No	Yes	D/FFS	D
	Climb and Descent	With Autothrottle ON.	No	Yes	D/FFS	D
	Visual or Instrument Approach to Landing	With Autothrottle ON.	No	Yes	D/FFS	D

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

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

Model	525 (CJ)	525 (CJ1)	525A (CJ2)	525B (CJ3)	525 (CJ1+)	525A (CJ2+)	525C (CJ4)	525 (M2)	525B (CJ3+)
Fuel (lbs.)	3,220	3,220	3,961	4,710	3,220	3,961	5,828	3,296	4,710
Avionics Package	Honeywell (SPZ-5000)	Collins (PL21)	Collins (PL21)	Collins (PL21)	Collins (PL21)	Collins (PL21)	Collins (PL21)	Garmin (3000)	Garmin (3000)
Avionics Radios	CNS-5000 Radio Stack	CNS-5000 Radio Stack – (OPT) Garmin/ Collins	CNS-5000 Radio Stack – (OPT) Garmin/ Collins	Collins RTU	Collins RTU	Collins RTU	Collins FMS	Garmin GTC	Garmin GTC
Avionics Autopilot	Honeywell	Collins	Collins	Collins	Collins	Collins	Collins	Garmin	Garmin
Avionics FMS (Std)	King KLN900 or Universal UNS-1C/K	Universal UNS-1C/K	Universal UNS-1C/K	Collins FMS-3000	Collins FMS-3000	Collins FMS-3000	Collins FMS-3200	Garmin FMS	Garmin FMS
Avionics Audio Panel	Ametek	KY-196A	KY-196A	Collins	Collins	Collins	Collins	Garmin in GTC	Garmin in GTC
Avionics Displays	EADI/EHSI	Collins PFD (Single or Dual) Single MFD	Collins PFD (Single or Dual) Single MFD	Collins Dual PFD Single MFD	Collins Dual PFD Single MFD	Collins Dual PFD Single MFD	Collins Dual PFD and MFD	Garmin Dual PFD Single MFD	Garmin Dual PFD Single MFD

NOTE 1: Rudder bias is installed on 525A, 525B, and 525C models.

NOTE 2: Autothrottles installed on M2 Gen2 and CJ3 Gen2 models.

APPENDIX 5. PRO LINE FUSION® EDS DESCRIPTION

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

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

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

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

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

The existing standby indicator was relocated in the instrument panel.

Optional equipment evaluated:

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

APPENDIX 6. GARMIN G600 TXi INTEGRATED AVIONICS SYSTEM DESCRIPTION

The Garmin G600 TXi Supplemental Type Certificate (STC SA02571SE) and associated STCs modifies a Textron Model 525, S/N 525-0001 – 525-0359 (CJ), S/N 525-0360 – 525-0558 (CJ1), and Model 525A, S/N 525A-0001 – 525A-0299 (CJ2) by removing the original flight instruments, engine instruments, COM/NAV radios, GPS receivers, audio panel, autopilot, and backup flight instruments and installing the Garmin G600 TXi PFD/MFD/EIS, Garmin GTN 750Xi GPS/NAV/COMs, Garmin GI 275 standby instrument(s), GFC 600 autopilot with Electronic Stability Protection. The system integrates the Garmin components to allow each feature to utilize the data from the other Garmin systems. New functionality includes:

- Integrated N₁ computer.
- Automatic and manual Emergency Descent Mode (EDM).
- Synthetic Vision Technology (SVT) for the PFDs.
- TAWS-A or TAWS-B.
- Multiple radar displays (GTNs, pilot and co-pilot MFDs).
- Autopilot coupled go-arounds (both engines operating).
- Autopilot coupled descent VNAV.
- Autopilot FLC mode.

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

Center mounted standby ADI was moved to the panels outboard of the PFDs. The optional co-pilot standby instrument is a slave of the pilot's standby instrument.

Optional equipment:

- GDL 69SXM Sirius XM Satellite Receiver.
- GTX 345 Transponders with FIS-B.
- GSR 56 Iridium Satellite System (Weather and Voice).
- GDL 60 Connex Datalink.
- Garmin GWX 8000 Weather Radar.

APPENDIX 7. M2 GEN2/CJ3 GEN2 SYSTEM DESCRIPTION

This amended type certificate for both M2 and CJ3 Gen 2 incorporates a new integrated autothrottle, throttle changes, Garmin G3000 v7.5 software upgrade, new AFM, and minor cockpit changes.

The integrated autothrottle will include:

- New Garmin AFCS Mode Controller panel with FMS Speed Knob.
- New autothrottle actuators in the throttle quadrant.

Throttles changes include:

- Handle changes.
- Relocated the throttle gate lifters.
- Relocated speedbrake extend switch from the original quadrant panel to the side of the throttle.
- New TOGA button and speed brake extend switch on the copilot side of the right throttle.
- New AT engage and disconnect buttons.
- No longer have ability for pilot to adjust throttle friction. This is a maintenance only action.
- LED panel changed to 2 pieces to allow for ease of installation without removing the throttle knobs.
- Changed from FOD slot cover to throttle sliders to prevent FOD.

The Garmin G3000 v7.5 software upgrades include:

- GDL 60 which replaces the GDL 59 and FS510 to provide internal Bluetooth, Wi-Fi and external connectivity for automatic database updates and enhanced Connex PED connectivity.
- GSD 41B updates to improve databus communication.
- Fight Plan History function.
- Improved FMS guidance to along-track waypoints.
- Map and chart enhancements.
- TOLD enhancements for departing or landing from different parts of the runway and picking the runway for the correct winds.
- Weather Radar Moving Map.
- Sirius XM weather enhancements.
- VSD enhancements.
- PERF wind and temperature enhancements.
- Enhanced SVT, 3D Safetaxi SVT, TCAS Traffic highlights on SVT.
- Runway locator.
- TA/RA Suppression on ground.
- AFCS to FCS LIB.
- Crew presets.
- New CAS messages for Autothrottle, PYLON O'TEMP, TAKEOFF THR TIME LIM, ADS-B TX, and ELEV TRIM SWITCH L-R.
- Updated autothrottle system indications on EIS for N₁ Thrust Mode.

The Citation CJ3 Gen 2 will also include a new Digital Generator Control Unit.