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

Flight Standardization Board Report

Revision: 11
Date: XX/XX/XXXX

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, CJ4 Gen3	CE-525, CE-525S

Approved by the Aircraft Evaluation Division
Federal Aviation Administration (FAA)
General Aviation Branch
AFS-130
Flight Standards Mail Stop 3
800 Independence Avenue S.W.
Washington, DC 20591

Office Email: 9-AVS-AFS-100@faa.gov

TABLE OF CONTENTS

Section **Page**

1. RECORD OF REVISIONS....4
2. INTRODUCTION....4
3. HIGHLIGHTS OF CHANGE....4
4. BACKGROUND....5
5. ACRONYMS....6
6. DEFINITIONS....9
7. PILOT TYPE RATING....10
8. RELATED AIRCRAFT....11
9. PILOT TRAINING....11
10. PILOT CHECKING....12
11. PILOT CURRENCY....13
12. OPERATIONAL SUITABILITY....13
13. MISCELLANEOUS....13
APPENDIX 1. DIFFERENCES LEGEND....15
APPENDIX 2. MASTER DIFFERENCES REQUIREMENTS (MDR) TABLE....17
APPENDIX 3. DIFFERENCES TABLES....19

From the CJ3 to the CJ3 with Pro Line Fusion®....19
From the CJ3 to the CJ4....24
From the CJ2+ to the CJ4....29
From the CJ1+ to the CJ4....34
From the CJ2 to the CJ4....39
From the CJ1 to the CJ4....44
From the CJ to the CJ4....49
From the CJ2 to the CJ2+....54
From the CJ1 to the CJ1+....56
From the CJ to the CJ with G1000....59
From the CJ1+ to the M2....61
From the CJ3 to the CJ3+....66
From the CJ2, CJ2+ to the CJ2-Garmin G600 TXi Installation....70
From the CJ, CJ1, CJ1+ to the CJ, CJ1-Garmin G600 TXi Installation....72
From the M2 to the M2 Gen2....74
From the CJ3+ to the CJ3 Gen2....80
From the CJ4 to the CJ4 Gen3....86
From the M2, M2 Gen2, CJ3+, CJ3 Gen2 to the CJ4 Gen3....100

APPENDIX 4. CE-525 VARIATIONS TABLE FOR MIXED FLEET FLYING (IN ORDER OF DATE MANUFACTURED)....113

APPENDIX 5. PRO LINE FUSION® EDS DESCRIPTION 116
APPENDIX 6. GARMIN G600 TXI INTEGRATED AVIONICS SYSTEM DESCRIPTION 117
APPENDIX 7. M2 GEN2/CJ3 GEN2 SYSTEM DESCRIPTION 118
APPENDIX 8. CJ4 GEN3 SYSTEM DESCRIPTION 119
APPENDIX 9. STEEP APPROACH 120

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	09/02/2026
11	Cover Page, 3, 4, 5, 7, Appendices 2, 3, 4, 8, and 9	XX/XX/XXXX

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 CJ4 Gen3 model to this Flight Standards Board Report (FSBR). This revision also adds Appendix 8, CJ4 Gen3 System Description, Appendix 9, Steep Approach, and updates Appendix 2, Master Differences Requirements (MDR) Table, and Appendix 3, Differences Tables with this installation.

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.

In October 2026, the FSB conducted an evaluation of Model 525C CJ4 Gen3 airplane. The CJ4 Gen3 changes from the Collins Pro Line 21 avionics system to the Garmin G3000 PRIME avionics system. The Gen3 aircraft also incorporates Emergency Auto Land (EAL),

a new integrated autothrottle, throttle changes, a new AFM, and minor cockpit changes. Steep approaches were also evaluated as part of this FSB, both classroom training and flights in the aircraft were conducted. The handling characteristics of the base and variant airplanes are identical. The FSB evaluated the associated AFM change and was found operationally suitable. Additionally, the FSB determined that the Model 525 CJ4 Gen3 maintains 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
- AEO All-Engines-Operating
- AFCS Automatic Flight Control System
- AFD Adaptive Flight Display
- AFM Airplane Flight Manual
- AFMS Airplane Flight Manual Supplement
- AOA Angle of Attack
- AP Autopilot
- AS Airspeed
- AT Autothrottle
- ATC Air Traffic Control
- ATP Airline Transport Pilot
- AUX Auxiliary
- AV Audiovisual Presentation
- BOW Basic Operating Weight
- CAS Crew Alerting System
- CCP Cursor Control Panel
- CDU Control Display Unit
- CKPT Cockpit
- CLB Climb
- CNS Communication, Navigation, and Surveillance
- COM Communications
- CPT Cockpit Procedures Trainer
- CRM Crew Resource Management
- CRS Course
- CWA Center Weather Advisory
- CVR Cockpit Voice Recorder

- DA Decision Altitude
- DBU Database Unit
- DCP Display Control Panel
- DESC Descent
- DME Distance Measurement Equipment
- EADI Electronic Attitude Director Indicator
- EAL Emergency Auto Land
- 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
- EMER Emergency
- ECS Environmental Control 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
- GCU Generator Control Unit
- GDL Garmin Datalink
- GMC Garmin Mode Controller
- GND Ground
- GPS Global Positioning System
- G/S Glideslope
- GSR Garmin Satellite Receiver
- GTC Garmin Touch Controller
- GTN Garmin Touchscreen Navigator
- HO Handout
- HSI Horizontal Situation Indicator
- IAPS Integrated Avionics Processor System
- ICBI Interactive Computer-Based Instruction
- IGS Instrument Guidance System
- IMS Information Management System
- LED Light-Emitting Diode
- LH Left Hand
- LIM Limit
- LPV Localizer Performance with Vertical Guidance
- LRU Line Replaceable Unit

- MAC Mean Aerodynamic Chord
- MCT Maximum Continuous Thrust
- MDR Master Differences Requirements
- MEM Memory
- MFD Multifunction Flight Display
- MFF Mixed Flying Fleet
- MIC Microphone
- 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
- OEI One-Engine-Inoperative
- OPS Operations
- OSP Overspeed Protection
- Part 91K Part 91 Subpart K
- PCB Printed Circuit Boards
- PED Portable Electronic Device
- PF Pilot Flying
- PFD Primary Flight Display
- PIC Pilot In Command
- PTS Practical Test Standards
- PTT Part Task Trainers
- RH Right Hand
- RTU Radio Tuning Unit
- SAL Steep Approach and Landing
- SATCOM Satellite Communications
- SDU Secondary Display Unit
- SEL Selector
- SIC Second In Command
- SKP Single Knob Panel
- SLA Sealed Lead-Acid
- SMS Short Message Service
- SPD Speed
- SPKR Speaker
- SRM Single Pilot Resource Management
- STC Supplemental Type Certificate
- SU Stand-Up Instruction
- SVS Synthetic Vision System
- SVT Synthetic Vision Technology
- SXM Sirus 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
- THR Thrust
- T/O Takeoff
- TOGA Takeoff/Go-Around
- TOLD Take Off and Landing Data
- TRU Transformer Rectifier Units
- USP Underspeed Protection
- UV Ultraviolet
- V_{MO}/M_{MO} Maximum Operating Limit Speed
- VNAV Vertical Navigation
- VSD Vertical Situation Display
- WX Weather
- YD Yaw Damper

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. The Gen3 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, Differences Tables.

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, Differences Tables.

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-525C (CJ4 Gen3)
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	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	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	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	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	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	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	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	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	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-525C (CJ4 Gen3)
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	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	D/D
CE-525C (CJ4 Gen3)		D/D	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	D/D
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	D/D
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	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	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 com/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) TO RELATED AIRCRAFT: 525B (CJ3 w/ Pro Line Fusion®)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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
	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

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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

FROM BASE AIRCRAFT: 525A (CJ2+) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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

FROM BASE AIRCRAFT: 525A (CJ2+) 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.	No	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.	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
	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

FROM BASE AIRCRAFT: 525 (CJ1+) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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

FROM BASE AIRCRAFT: 525 (CJ1+) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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
	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

FROM BASE AIRCRAFT: 525A (CJ2) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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

FROM BASE AIRCRAFT: 525A (CJ2) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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
	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
	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

FROM BASE AIRCRAFT: 525 (CJ1) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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

FROM BASE AIRCRAFT: 525 (CJ1) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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
	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
	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

FROM BASE AIRCRAFT: 525 (CJ) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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

FROM BASE AIRCRAFT: 525 (CJ) TO RELATED AIRCRAFT: 525C (CJ4)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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.	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
	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**
	TOGA 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
	ATA 23 Communications and ATA 34 Navigation	File server unit with electronic charts and weather.	No	No	C	C

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	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
	ATA 33 Lights	Lighting controls relocated on switch panel and partly automated and integrated into the GTCs.	No	Yes	A	A

FROM BASE AIRCRAFT: 525 (CJ1+) TO RELATED AIRCRAFT: 525 (M2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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

FROM BASE AIRCRAFT: 525 (CJ1+) TO RELATED AIRCRAFT: 525 (M2)	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 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
	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

FROM BASE AIRCRAFT: 525B (CJ3) TO RELATED AIRCRAFT: 525B (CJ3+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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+) **TO RELATED AIRCRAFT: 525A (CJ2-Garmin G600 TXi System)**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	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
	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+) **TO RELATED AIRCRAFT: (CJ, CJ1-Garmin G600 TXi)**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	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
	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
	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

FROM BASE AIRCRAFT: 525 (M2) TO RELATED AIRCRAFT: 525 (M2 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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

FROM BASE AIRCRAFT: 525 (M2) TO RELATED AIRCRAFT: 525 (M2 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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

FROM BASE AIRCRAFT: 525 (M2) TO RELATED AIRCRAFT: 525 (M2 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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

FROM BASE AIRCRAFT: 525 (M2) TO RELATED AIRCRAFT: 525 (M2 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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

FROM BASE AIRCRAFT: 525B (CJ3+) TO RELATED AIRCRAFT: 525B (CJ3 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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

FROM BASE AIRCRAFT: 525B (CJ3+) TO RELATED AIRCRAFT: 525B (CJ3 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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

FROM BASE AIRCRAFT: 525B (CJ3+) TO RELATED AIRCRAFT: 525B (CJ3 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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
	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

FROM BASE AIRCRAFT: 525B (CJ3+) TO RELATED AIRCRAFT: 525B (CJ3 Gen2)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	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

This **Design Differences** table, from the **525C (CJ4)** to the **525C (CJ4 Gen3)** was validated by the FSB in October 2026. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525C (CJ4) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Airworthiness Limitations	See AFM for any avionics or autothrottle related changes.	No	Yes	A	A
	Placards and Markings	See AFM for any avionics or autothrottle related changes.	No	Yes	A	A
	Avionics	Garmin G3000 PRIME system replaces Collins Pro Line 21 system.	No	Yes	C	C
	Instrument Panel Layout	Main instrument panel, tilt panel and fire tray rearranged to accommodate different avionics displays and controllers.	No	Yes	C	C
	ATA 21 Environmental Control	Temperature control is incorporated into SDUs or slide over window on MFD EIS environmental section, replacing manual knobs on the tilt panel.	No	Yes	A	A
	ATA 21 Environmental Control	Climate Control OFF switch is added to LH tilt panel to replace the climate control OFF/NORM/COMP ON rotary switch in the same location on the previous panel. This switch turns the ECS on/off.	No	Yes	A	A
	ATA 21 Pressurization	Pressurization controls moved outboard in LH tilt panel.	No	Yes	A	A

FROM BASE AIRCRAFT: 525C (CJ4) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 21 Pressurization	The red covered cabin dump guarded toggle switch was replaced by a pushbutton switch with a clear cover.	No	Yes	A	A
	ATA 21 Pressurization	Preflight check of cabin altitude modules is replaced with auto test in the Garmin avionics.	No	Yes	A	A
	ATA 21 Pressurization	Bleed Leak preflight systems test is now automatically tested on avionics power up.	No	Yes	A	A
	ATA 22 Autoflight	Garmin AFCS replaces Collins AFCS. The Garmin Mode Controller has different appearance than previous flight guidance panel with removal of CRS knobs and addition FMS speed knob.	No	Yes	C	C
	ATA 22 Autoflight	Garmin G3000 PRIME will include an autopilot and autothrottle coupled go around.	Yes	Yes	C	C
	ATA 22 Autoflight	Underspeed Protection (USP) and Overspeed Protection (OSP) modes are added for the autothrottle and autopilot.	Yes	Yes	C	C
	ATA 22 Autoflight	Garmin G3000 PRIME will include Emergency Autoland (EAL) capability.	No	Yes	B	A
	ATA 22 Autoflight	Garmin G3000 PRIME will include a flight path based flight director along with the single and dual cue type.	No	Yes	A	A

FROM BASE AIRCRAFT: 525C (CJ4) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 22 Auto Flight	Garmin G3000 PRIME, like G3000 M2 and CJ3, will allow the yaw damper to be turned off simply by pressing the YD button with the AP engaged and thus satisfy the FAA regulations for the dynamic stability using AP roll servos only. Original CJ4 had to escape to FL 240 with a yaw damper failure only, but now crews only have to escape to FL 240 with both an autopilot and yaw damper failure.	Yes	Yes	A	A
	ATA 23 Communications	Collins audio panel controls are replaced with Garmin components. COM and NAV tuning can be accomplished directly from any display, the CNS bar on the SDU or with the display controller.	No	Yes	A	A
	ATA 23 Communications	New push to talk switches are added to each pilot's outboard side console. The COPILOT MIC PTT button on the main panel has been removed.	No	Yes	A	A
	ATA 23 Communications	Garmin GSR 56C replaces AirCell Axxess Satellite Transceiver Unit and/or Iridium Satellite Phone, and will provide SATCOM capability for voice calls, Short Message Service (SMS) text messaging, email and Garmin's Connext datalink weather information.	No	Yes	A	A

FROM BASE AIRCRAFT: 525C (CJ4) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 23 Communications	The COMM 1 TUNE 121.5 button has been replaced with an EMER COM 121.5 switch button located in approximately the same location.	No	Yes	A	A
	ATA 23 Communications	The CKPT SPKR Mute button in the RH tilt panel is now controlled in the SDUs.	No	Yes	A	A
	ATA 23 Communications	CVR is now automatically tested on avionics power up.	No	No	A	A
	ATA 24 Electrical Power	A separate EMER POWER switch added to ELECTRICAL POWER panel rather than having it as a position on the BATTERY switch.	No	Yes	A	A
	ATA 24 Electrical Power	GND OPS position added to BATTERY switch, replacing the DISPATCH switch. This position powers a few avionics LRUs to allow pilots to perform limited operations without powering the whole aircraft.	No	Yes	A	A
	ATA 24 Electrical Power	Circuit breaker panel changes for new avionics and other electrical system changes.	No	Yes	A	A

FROM BASE AIRCRAFT: 525C (CJ4) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 24 Electrical Power	An Aux Sealed Lead-Acid (SLA) battery is added to the nose compartment with door access to assist in maintaining voltage to aircraft systems during engine start on very cold days. This battery may be manually disconnected from the power distribution system via the SDU or MFD EIS electrical slide over window. This battery is not required on non-cold days to keep the avionics powered during engine start like an M2 or CJ3.	No	Yes	A	A
	ATA 24 Electrical Power	The standard aircraft main ship battery is a 50Ah Li-Ion battery. The Ni-Cad battery, as well as the higher capacity 53Ah Sealed Lead-Acid (SLA) battery are still available as options.	No	Yes	A	A
	ATA 24 Electrical Power	Electrical system slide over window and a systems page will provide additional electrical information for the Li-Ion battery and TRU currents.	No	Yes	A	A

FROM BASE AIRCRAFT: 525C (CJ4) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 24 Electrical Power	The generator voltage, generator current, main and auxiliary battery voltages, main and auxiliary battery current, and main battery temperature are now always displayed on the EIS. Electrical system slide over window and a systems page will also be added to provide additional electrical information for the Li-Ion battery and TRU currents.	No	Yes	A	A
	ATA 24 Electrical Power	Interior Master switch changed from a guarded pushbutton on the left circuit breaker panel to a toggle switch in the ELECTRICAL POWER panel outboard of the left PFD.	No	Yes	A	A
	ATA 24 Electrical Power	Guarded battery disconnect switch in left circuit breaker panel is removed, and this function is pulled into the OFF position of the BATTERY master switch.	No	Yes	A	A
	ATA 24 Electrical Power	Prefligt check of ALL EMER bus items is no longer required in checklist.	No	Yes	A	A
	ATA 26 Baggage Smoke	Preflight check of the smoke detectors is now a manual test in the Garmin avionics.	No	Yes	A	A

FROM BASE AIRCRAFT: 525C (CJ4) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 27 Flight Controls	Control wheel styling updated to a more modern styling that is used on other Textron Aviation aircraft.	No	Yes	A	A
	ATA 27 Flight Controls	Control wheels have additional buttons for Electronic Checklist usage.	No	Yes	A	A
	ATA 27 Flight Controls	Elevator Trim System preflight checks are auto tests that are performed after avionics power up.	No	Yes	A	A
	ATA 27 Flight Controls	Pedestal trim controls position adjusted slightly to allow a narrower center pedestal for ease of ingress/egress. Rudder Trim knob style changed.	No	No	A	A
	ATA 27 Flight Controls	All trim indications are moved to separate indications on the EIS.	No	No	A	A
	ATA 27 Flight Controls	SECONDARY ELEV TRIM ENABLE button is located above the elevator trim switches.	No	No	A	A
	ATA 27 Flight Controls	The CJ4 aircraft has a rudder bias system that has a preflight check that is automatically performed after avionics power up. There is also a Before Taxi check to ensure that the opposite rudder pedal moves automatically with increased N_1 on each engine.	No	Yes	A	A

FROM BASE AIRCRAFT: 525C (CJ4) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 28 Fuel	LOW FUEL L-R cube light in center instrument panel is replaced with FUEL LEVEL LOW L-R CAS message	No	Yes	A	A
	ATA 29 Hydraulic Power	Hydraulic System pressures are displayed on the SDU and MFD EIS Landing Gear and Flaps slide over window.	No	Yes	A	A
	ATA 29 Hydraulic Power	The amber covers over the hydraulic shutoff buttons were replaced with clear covers for better visibility.	No	No	A	A
	ATA 29 Hydraulic Power	Guarded hydraulic shutoff buttons are located in the left outboard switch panel.	No	Yes	A	A
	ATA 30 Ice and Rain Protection	PITOT/STATIC HEAT switches are now located above the light switches, on the inboard right tilt panel.	No	Yes	A	A
	ATA 30 Ice and Rain Protection	Tail De-Ice preflight check is now automatically completed when the avionics are powered up.	No	Yes	A	A
	ATA 31 Indicating/Recording Systems	Display reversion is controlled with alternate action pushbutton switches on the left outboard and right inboard tilt panel, rather than separate knobs in the firetray. The pilot’s PFD and MFD have auto reversion capability if failed. The copilot’s PFD will not auto revert if failed.	No	Yes	A	A

FROM BASE AIRCRAFT: 525C (CJ4) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 31 Indicating/Recording Systems	AOA Indexer is removed. AOA Indication is now displayed on both PFDs.	No	Yes	A	A
	ATA 31 Indicating/Recording Systems	Different CAS messages for CJ4 items that are different than the base aircraft, including EAL.	No	Yes	A	A
	ATA 31 Indicating/Recording Systems	White is now used for the lowest priority CAS messages, rather than cyan.	No	Yes	A	A
	ATA 31 Indicating/Recording Systems	The TAWS G/S CANCEL button has been removed and replaced with the SDU inhibit function similar to the M2/CJ3 GTC function.	No	Yes	A	A
	ATA 32 Landing Gear	Landing Gear control moved from center panel to left inboard tilt panel and other modifications to fit the new location.	No	Yes	A	A
	ATA 32 Landing Gear	Landing gear position indications are now on the EIS, rather than being collocated with the landing gear handle.	No	Yes	A	A
	ATA 32 Landing Gear	Landing Gear handle knob width is now slightly thinner, with a slightly larger diameter.	No	Yes	A	A

FROM BASE AIRCRAFT: 525C (CJ4) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 32 Landing Gear	Emergency Brake control is located slightly inboard of previous location because the new center pedestal is more narrow than previous pedestal design.	No	Yes	A	A
	ATA 32 Landing Gear	There is no longer a preflight check for landing gear.	No	Yes	A	A
	ATA 32 Landing Gear	There is no longer a preflight check for antiskid.	No	Yes	A	A
	ATA 33 Lights	Panel and display dimming knobs moved from forward pedestal to firetray.	No	Yes	A	A
	ATA 33 Lights	Exterior light control moved from center panel to right integrated panel or SDU control.	No	Yes	A	A
	ATA 33 Lights	Position/Anticollision lights moved from wingtips only to tail bullet fairing in addition to the leading edge of the winglets.	No	No	A	A
	ATA 33 Lights	Accent lights added to the outboard edge of winglets for ramp presence.	No	No	A	A
	ATA 34 Navigation	The standby flight display is now an EFD-750, rather than a GH-3000 display. This display is relocated from the center panel to the firetray.	No	No	A	A

FROM BASE AIRCRAFT: 525C (CJ4) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	FMS functions are provided on the PFDs/MFD/ and SDUs instead of dedicated FMS controllers.	No	Yes	C	C
	ATA 34 Navigation	The cursor control panels are no longer present, most of this functionality is either found within the displays or the display controller aft of the SDUs.	No	Yes	C	C
	ATA 34 Navigation	GCU controls are moved from above each PFD to a combined controller in the pedestal, forward of the throttle quadrant.	No	Yes	C	C
	ATA 34 Navigation	Garmin PFDs/MFD replaces Collins PFDs/MFDs. PFD/MFD Control is provided via touchscreen interface on the display, the SDUs or the GCU in the pedestal below the SDUs.	No	Yes	C	C
	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: 525C (CJ4) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	Synthetic Vision is standard on the CJ4 Gen3 and includes: • Enhanced Terrain. • 3D SafeTaxi (airport depiction). • Phase of Flight Layouts (normal, taxi). • Enhanced Airport Signs. • Enhanced Runways. • Runway Locator. • Traffic Highlight.	No	Yes	C	C
	ATA 34 Navigation	Original MEM buttons have been replaced with Display Presets in the SDU.	No	No	A	A
	ATA 34 Navigation	The AOA Preflight Check is no longer required in the G3000 PRIME System.	No	Yes	A	A
	ATA 35 Oxygen	Oxygen pressure display moved from SYSTEMS popup MFD window in the Collins system to the Garmin MFD EIS display and EIS environmental slide over window.	No	Yes	B	A
	ATA 35 Oxygen	OXYGEN MASK mic select switch is now an alternate action pushbutton switch, rather than a toggle switch on the headset/mask side panel. Switch label updated to MIC SEL – MASK.	No	Yes	B	A

FROM BASE AIRCRAFT: 525C (CJ4) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 36 Pneumatics	Preflight check of leak detection system is replaced with an auto test in Garmin avionics.	No	Yes	B	A
	ATA 74 Ignition	Engine ignition switches replaced with controls in the Propulsion Touchscreen page on the SDU or the MFD EIS Engine slide over window.	No	Yes	B	A
	ATA 76 Engine Controls	ENGINE STARTER pushbutton switches are located forward of the throttle quadrant.	No	Yes	C	C
	ATA 76 Engine Controls	Throttle quadrant includes buttons to engage and disengage autothrottles.	Yes	Yes	D	D
	ATA 76 Engine Controls	The pilot controlled throttle friction adjust is removed.	No	Yes	A	A

This **Maneuvers Differences** table, from the **525C (CJ4)** to the **525C (CJ4 Gen3)** was validated by the FSB in October 2026. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525C (CJ4) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	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 and Instrument Departure	With Autothrottle ON.	No	Yes	D/FFS	D
	Climb and Descent	With Autothrottle ON.	No	Yes	D/FFS	D
	Visual and Instrument Approach to Landing	With Autothrottle ON.	No	Yes	D/FFS	D

This **Design Differences** table, from the **525 (M2), 525 (M2 Gen2), 525B (CJ3+) or 525B (CJ3 Gen2)** to the **525C (CJ4 Gen3)** was validated by the FSB in October 2026. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (M2), 525 (M2 Gen2), 525B (CJ3+) and 525B (CJ3 Gen2) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Weights	Weights are increased over base aircraft weights, see AFM for all weights.	No	No	A	A
	Engines	Williams FJ44-4A turbofans with 3,621 lbs thrust per side.	No	No	B	A
	Airworthiness Limitations	See AFM for any avionics or autothrottle related changes.	No	Yes	A	A
	Placards and Markings	See AFM for any avionics or autothrottle related changes.	No	Yes	A	A
	Avionics	Garmin G3000 PRIME system replaces Garmin G3000.	No	Yes	C	C
	Instrument Panel Layout	Main instrument panel, tilt panel and fire tray rearranged to accommodate different avionics controllers and different switch panels. The CJ4 makes use of push button switches rather than toggle switches whenever possible.	No	Yes	C	C
	ATA 21 Environmental Control	Temperature control is incorporated into SDUs or slide over window on MFD EIS environmental section, replacing GTC controls.	No	Yes	A	A

FROM BASE AIRCRAFT: 525 (M2), 525 (M2 Gen2), 525B (CJ3+) and 525B (CJ3 Gen2) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 21 Environmental Control	Climate Control OFF pushbutton switch is added to LH tilt panel. This replaces the OFF position from the AIR SOURCE knob.	No	Yes	A	A
	ATA 21 Pressurization	Pressurization controls moved inboard in LH tilt panel.	No	Yes	A	A
	ATA 21 Pressurization	The red covered cabin dump guarded toggle switch was replaced by a pushbutton switch with a clear cover.	No	Yes	A	A
	ATA 21 Pressurization	Bleed Leak preflight systems test is now automatically tested on avionics power up.	No	Yes	A	A
	ATA 22 Autoflight	The Garmin Mode Controller has different appearance than previous flight guidance panel with removal of CRS knobs and addition FMS speed knob. Remaining buttons are in different locations. (Note 1)	No	Yes	C	C
	ATA 22 Autoflight	Garmin G3000 PRIME will include an autopilot and autothrottle coupled go around.	Yes	Yes	C	C
	ATA 22 Autoflight	Underspeed Protection (USP) and Overspeed Protection (OSP) modes are added for the autothrottle and autopilot.	Yes	Yes	C	C

FROM BASE AIRCRAFT: 525 (M2), 525 (M2 Gen2), 525B (CJ3+) and 525B (CJ3 Gen2) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 22 Autoflight	Garmin G3000 PRIME will include EAL capability.	No	Yes	B	A
	ATA 22 Autoflight	Garmin G3000 PRIME will include a flight path based flight director along with the single and dual cue type.	No	Yes	A	A
	ATA 22 Autoflight	Garmin G3000 PRIME, like G3000 M2 and CJ3, will allow the yaw damper to be turned off simply by pressing the YD button with the AP engaged and thus satisfy the FAA regulations for the dynamic stability using AP roll servos only. Original CJ4 had to escape to FL 240 with a yaw damper failure only, but now crews only have to escape to FL 240 with both an autopilot and yaw damper failure.	Yes	Yes	A	A
	ATA 23 Communications	COM and NAV tuning can be accomplished directly from any display, the CNS bar on the SDU or with the display controller.	No	Yes	A	A
	ATA 23 Communications	New push to talk switches are added to each pilot’s outboard side console.	No	Yes	A	A

FROM BASE AIRCRAFT: 525 (M2), 525 (M2 Gen2), 525B (CJ3+) and 525B (CJ3 Gen2) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 23 Communications	Garmin GSR 56C replaces AirCell Axxess Satellite Transceiver Unit and/or Iridium Satellite Phone, and will provide SATCOM capability for voice calls, Short Message Service (SMS) text messaging, email and Garmin's Connext datalink weather information.	No	Yes	A	A
	ATA 23 Communications	The EMER COM 121.5 switch has been replaced with an EMER COM 121.5 switch button located slightly lower, under the Hobbs meter.	No	Yes	A	A
	ATA 23 Communications	CVR is now automatically tested on avionics power up.	No	No	A	A
	ATA 24 Electrical Power	A separate EMER POWER switch added to ELECTRICAL POWER panel rather than having it as a position on the BATTERY switch.	No	Yes	A	A
	ATA 24 Electrical Power	GND OPS position added to BATTERY switch, replacing the DISPATCH switch. This position powers a few avionics LRUs to allow pilots to perform limited operations without powering the whole aircraft.	No	Yes	A	A

FROM BASE AIRCRAFT: 525 (M2), 525 (M2 Gen2), 525B (CJ3+) and 525B (CJ3 Gen2) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 24 Electrical Power	Circuit breaker panel changes for new avionics and other electrical system changes.	No	Yes	A	A
	ATA 24 Electrical Power	An Aux Sealed Lead-Acid (SLA) battery is added to the nose compartment with door access to assist in maintaining voltage to aircraft systems during engine start on very cold days. This battery may be manually disconnected from the power distribution system via the SDU or MFD EIS electrical slide over window. This battery is not required on non-cold days to keep the avionics powered during engine start like an M2 or CJ3.	No	Yes	A	A
	ATA 24 Electrical Power	The standard aircraft main ship battery is a 50Ah Li-Ion battery. The Ni-Cad battery, as well as the higher capacity 53Ah Sealed Lead-Acid (SLA) battery are still available as options.	No	Yes	A	A
	ATA 24 Electrical Power	Electrical system slide over window and a systems page will provide additional electrical information for the Li-Ion battery and TRU currents.	No	Yes	A	A

FROM BASE AIRCRAFT: 525 (M2), 525 (M2 Gen2), 525B (CJ3+) and 525B (CJ3 Gen2) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 24 Electrical Power	Interior Master switch changed from a guarded toggle switch on the left oxygen/headset panel to a toggle switch in the ELECTRICAL POWER panel outboard of the left PFD.	No	Yes	A	A
	ATA 24 Electrical Power	Guarded battery disconnect switch in left oxygen/headset panel is removed, and this function is pulled into the OFF position of the BATTERY master switch.	No	Yes	A	A
	ATA 24 Electrical Power	Preflight check of ALL EMER bus items is no longer required in checklist.	No	Yes	A	A
	ATA 26 Baggage Smoke	Preflight check of the smoke detectors is now a manual test in the Garmin avionics.	No	Yes	A	A
	ATA 27 Flight Controls	Control wheels have additional buttons for Electronic Checklist usage.	No	Yes	A	A
	ATA 27 Flight Controls	Elevator Trim System preflight checks are auto tests that are performed after avionics power up.	No	Yes	A	A
	ATA 27 Flight Controls	Speedbrakes are controlled by an adjustable lever to the left of the throttle quadrant, rather than a guarded toggle switch in the throttle quadrant.	No	No	A	A

FROM BASE AIRCRAFT: 525 (M2), 525 (M2 Gen2), 525B (CJ3+) and 525B (CJ3 Gen2) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 27 Flight Controls	Pedestal trim controls are all on the top face of the center pedestal, rather than the aft face. Trim controls are different to reflect the motion of the trim surface, since they are mounted on a different face of the pedestal.	No	No	A	A
	ATA 27 Flight Controls	All trim indications are moved to separate indications on the EIS.	No	No	A	A
	ATA 27 Flight Controls	SECONDARY ELEV TRIM ENABLE button is located above the elevator trim switches.	No	No	A	A
	ATA 27 Flight Controls	The CJ4 aircraft has a rudder bias system that has a preflight check that is automatically performed after avionics power up. There is also a Before Taxi check to ensure that the opposite rudder pedal moves automatically with increased N_1 on each engine. (Note 2)	No	Yes	A	A
	ATA 29 Hydraulic Power	Hydraulic System pressures are displayed on the SDU and MFD EIS Landing Gear and Flaps slide over window.	No	Yes	A	A

FROM BASE AIRCRAFT: 525 (M2), 525 (M2 Gen2), 525B (CJ3+) and 525B (CJ3 Gen2) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 29 Hydraulic Power	Guarded hydraulic shutoff buttons are located in the left outboard switch panel.	No	No	A	A
	ATA 30 Ice and Rain Protection	PITOT/STATIC HEAT switches are now located above the light switches, on the inboard right tilt panel.	No	Yes	A	A
	ATA 30 Ice and Rain Protection	The CJ4 ice protection switches include separate switches for engine only and wing/engine combined, rather than just being 3 position toggle switches.	No	Yes	A	A
	ATA 30 Ice and Rain Protection	An electrically heated windshield is used instead of engine bleed air and an alcohol based backup system. There are no pilot controls for the electrically heated windshield, this is controlled by a PCB in the aircraft.	No	Yes	B	B
	ATA 30 Ice and Rain Protection	The CJ4 Gen3 uses a hydrophobic windshield coating, rather than using a RAIN handle to open the rain doors that deflect the airflow over the windshield.	No	Yes	A	A
	ATA 30 Ice and Rain Protection	Tail De-Ice preflight check is now automatically completed when the avionics are powered up.	No	Yes	A	A

FROM BASE AIRCRAFT: 525 (M2), 525 (M2 Gen2), 525B (CJ3+) and 525B (CJ3 Gen2) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 31 Indicating/Recording Systems	Display reversion is controlled with alternate action pushbutton switches on the left outboard and right inboard tilt panel, rather than separate knobs in the firetray. The pilot's PFD and MFD have auto reversion capability if failed. The copilot's PFD will not auto revert if failed.	No	Yes	A	A
	ATA 31 Indicating/Recording Systems	AOA Indexer is removed. AOA Indication is now displayed on both PFDs.	No	Yes	A	A
	ATA 31 Indicating/Recording Systems	Different CAS messages for CJ4 items that are different than the base aircraft, including EAL.	No	Yes	A	A
	ATA 32 Landing Gear	Landing gear position indications are now on the EIS, rather than being collocated with the landing gear handle.	No	Yes	A	A
	ATA 32 Landing Gear	Landing gear horn silence button is no longer located near landing gear handle, the landing gear horn in the CJ4 cannot be silenced.	No	Yes	A	A
	ATA 32 Landing Gear	Landing Gear handle knob width is now slightly thinner, with the same diameter.	No	Yes	A	A

FROM BASE AIRCRAFT: 525 (M2), 525 (M2 Gen2), 525B (CJ3+) and 525B (CJ3 Gen2) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 32 Landing Gear	Emergency Brake control is located slightly outboard of previous location due to the redesigned shorter handle.	No	Yes	A	A
	ATA 32 Landing Gear	There is no longer a preflight check for landing gear.	No	Yes	A	A
	ATA 32 Landing Gear	There is no longer a preflight check for antiskid.	No	Yes	A	A
	ATA 33 Lights	Flood light dimming rheostat moved from firetray to overhead with map lights. TOUCH CONTROL dimming knob is now labeled SDU.	No	Yes	A	A
	ATA 33 Lights	Exterior light control is still located in right inboard switch panel with some controls in the SDU rather than the GTC.	No	Yes	A	A
	ATA 33 Lights	Position/Anticollision lights moved from the outboard side of the wingtips to being integrated in the leading edge of the winglets.	No	No	A	A
	ATA 33 Lights	Accent lights added to the outboard edge of winglets for ramp presence.	No	No	A	A

FROM BASE AIRCRAFT: 525 (M2), 525 (M2 Gen2), 525B (CJ3+) and 525B (CJ3 Gen2) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	GCU controls are moved from above each PFD to a combined controller in the pedestal, forward of the throttle quadrant.	No	Yes	C	C
	ATA 34 Navigation	Databases will now be downloaded from the Garmin servers automatically, even when aircraft is powered off.	No	No	A	A
	ATA 34 Navigation	Synthetic Vision is standard on the CJ4 Gen3 and includes: • Enhanced Terrain. • 3D SafeTaxi (airport depiction). • Phase of Flight Layouts (normal, taxi). • Enhanced Airport Signs. • Enhanced Runways. • Runway Locator. • Traffic Highlight.	No	Yes	C	C
	ATA 34 Navigation	The AOA Preflight Check is no longer required in the G3000 PRIME System.	No	Yes	A	A
	ATA 35 Oxygen	OXYGEN MASK mic select switch is now an alternate action pushbutton switch, rather than a toggle switch on the headset / mask side panel. Switch label updated to MIC SEL – MASK.	No	Yes	B	A

FROM BASE AIRCRAFT: 525 (M2), 525 (M2 Gen2), 525B (CJ3+) and 525B (CJ3 Gen2) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 36 Pneumatics	Preflight check of leak detection system is replaced with an auto test in Garmin avionics.	No	Yes	B	A
	ATA 76 Engine Controls	ENGINE STARTER pushbutton switches are located forward of the throttle quadrant.	No	Yes	C	C
	ATA 76 Engine Controls	Engine RUN/STOP buttons are not present for the base aircraft, but are located just aft of the STARTER switches for CJ4 Gen3.	No	Yes	C	C
	ATA76 Engine Controls	Throttle quadrant includes buttons to engage and disengage autothrottles. (This difference only pertains to base aircraft M2 and CJ3+).	Yes	Yes	D	D
	ATA 76 Engine Controls	The pilot controlled throttle friction adjust is removed. (This difference only pertains to base aircraft M2 and CJ3+).	No	Yes	A	A
	ATA 76 Engine Controls	TOGA button added to the right throttle knob, in addition to button on left throttle knob. (This difference only pertains to base aircraft M2 and CJ3+).	No	Yes	A	A

This **Maneuvers Differences** table, from the **525 (M2), 525 (M2 Gen2), 525B (CJ3+) and 525B (CJ3 Gen2)** to the **525C (CJ4 Gen3)** was validated by the FSB in October 2026. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: 525 (M2), 525 (M2 Gen2), 525B (CJ3+) and 525B (CJ3 Gen2) TO RELATED AIRCRAFT: 525C (CJ4 Gen3)	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 and Instrument Departure	With Autothrottle ON.	No	Yes	D/FFS	D
	Climb and Descent	With Autothrottle ON.	No	Yes	D/FFS	D
	Visual and Instrument Approach to Landing	With Autothrottle ON.	No	Yes	D/FFS	D

NOTE: These differences are only applicable to base aircraft M2 and CJ3+, which do not have autothrottles.

There are no Maneuver Differences for M2 Gen2 or CJ3 Gen2.

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+)	525 (M2 Gen2)	525B (CJ3 Gen2)	525C (CJ4 Gen3)
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	10/3/ 2025	10/10/ 2025	
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 thru 0700	525-0800 thru 1399	525B-0451 thru 0899	525-0685 and 525-1400 and on	525B-0057 and 525B-0900 and on	525C-0701 and on
Max Ramp Weight (lbs.)	10,500	10,700	12,500	14,070	10,800	12,625	17,230	10,800	14,070	Same as CJ1+ and M2	Same as CJ3 and CJ3+	Same as CJ4
Max Takeoff Weight (lbs.)	10,400	10,600	12,375	13,870	10,700	12,500	17,110	10,700	13,870	Same as CJ1+ and M2	Same as CJ3 and CJ3+	Same as CJ4
Max Landing Weights (lbs.)	9,700	9,800	11,500	12,750	9,900	11,525	15,660	9,900	12,750	Same as CJ1+ and M2	Same as CJ3 and CJ3+	Same as CJ4
V_{MO} Speed (KIAS)	263	263	275	278	263	278	305	263	278	Same as CJ1+ and M2	Same as CJ3 and CJ3+	Same as CJ4

Model	525 (CJ)	525 (CJ1)	525A (CJ2)	525B (CJ3)	525 (CJ1+)	525A (CJ2+)	525C (CJ4)	525 (M2)	525B (CJ3+)	525 (M2 Gen2)	525B (CJ3 Gen2)	525C (CJ4 Gen3)
M_{MO} Speed (M)	0.71	0.71	0.72	0.737	0.71	0.737	0.77	0.71	0.737	Same as CJ1+ and M2	Same as CJ3 and CJ3+	Same as CJ4
Max Altitude	FL 410	FL 410	FL 450	FL 450	FL 410	FL 450	FL 450	FL 410	FL 450	Same as CJ1+ and M2	Same as CJ3 and CJ3+	Same as CJ4
Engine Type	FJ44-1A	FJ44-1A	FJ44-2C	FJ44-3A	FJ44-1AP	FJ44-3A-24	FJ44-4A	FJ44-1AP	FJ44-3A	Same as CJ1+ and M2	Same as CJ3 and CJ3+	Same as CJ4
Engine Thrust	1900	1900	2400	2820	1965	2490	3621	1965	2820	Same as CJ1+ and M2	Same as CJ3 and CJ3+	Same as CJ4
Engine Fuel Control	hydro-mech	hydro-mech	hydro-mech	FADEC	FADEC	FADEC	FADEC	FADEC	FADEC	Same as CJ1+ and M2	Same as CJ3 and CJ3+	Same as CJ4
Fuel (lbs.)	3,220	3,220	3,961	4,710	3,220	3,961	5,828	3,296	4,710	Same as M2	Same as CJ3 and CJ3+	Same as CJ4
Avionics Package	Honeywell (SPZ-5000)	Collins (PL21)	Collins (PL21)	Collins (PL21)	Collins (PL21)	Collins (PL21)	Collins (PL21)	Garmin (3000)	Garmin (3000)	Same as M2	Same as CJ3+	Garmin G3000 PRIME

Model	525 (CJ)	525 (CJ1)	525A (CJ2)	525B (CJ3)	525 (CJ1+)	525A (CJ2+)	525C (CJ4)	525 (M2)	525B (CJ3+)	525 (M2 Gen2)	525B (CJ3 Gen2)	525C (CJ4 Gen3)
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	Same as M2	Same as CJ3+	Garmin
Avionics Autopilot	Honeywell	Collins	Collins	Collins	Collins	Collins	Collins	Garmin	Garmin	Same as M2	Same as CJ3+	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	Same as M2	Same as CJ3+	Garmin FMS
Avionics Audio Panel	Ametek	KY-196A	KY-196A	Collins	Collins	Collins	Collins	Garmin in GTC	Garmin in GTC	Same as M2	Same as CJ3+	Garmin
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	Same as M2	Same as CJ3+	Garmin Dual PFD, Single MFD, Dual SDU

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

NOTE 2: Autothrottles installed on M2 Gen2, CJ3 Gen2, and CJ4 Gen3 models.

NOTE 3: EAL installed on CJ4 Gen3.

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 N_1 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 Connext 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 Connext 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 N_1 Thrust Mode.

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

APPENDIX 8. CJ4 GEN3 SYSTEM DESCRIPTION

This amended type certificate for CJ4 Gen 3 changes from the Collins Pro Line 21 avionics system to the Garmin G3000 PRIME avionics system. The Gen3 aircraft also incorporates a new integrated autothrottle, throttle changes, new AFM, and minor cockpit changes.

The Garmin G3000 PRIME avionics system includes:

- A new display layout with 2 PFDs, 1 MFD and 2 SDUs.
- All displays feature touch screens as primary interaction. A display controller is also installed aft of the throttle quadrant.
- Emergency Autoland (EAL) is available in the event the flightcrew is incapacitated.
- The control and display of many systems are now integrated into the avionics system including:
  a) Trim control position,
  b) Fuel system,
  c) Temperature Control,
  d) Pressurization,
  e) Some lighting,
  f) Landing gear position, and
  g) Oxygen system.
- Underspeed Protection and Overspeed Protection modes are added for autopilot and auto throttle.
- Garmin AFCS including change to Garmin flight control servos and addition of a Flight Path Flight Director.
- An autopilot coupled go around is now available.
- Synthetic vision is standard.
- GDL 60 to provide internal Bluetooth, Wi-Fi, and external connectivity for automatic database updates and enhanced Connext PED connectivity. A separate battery is installed that allows this to be powered without main ship battery.

Throttle changes include:

- New Garmin autothrottle servos in the throttle quadrant.
- Handle changes.
- New AT engage and disconnect buttons.
- No longer have ability for pilot to adjust throttle friction. This is a maintenance only action.

Other aircraft changes include:

- Lithium Ion battery is now standard.
- Winglets with integrated position, anticollision and accent lights.
- Improving windows for UV protection
- Landing gear handle moved to left inboard tilt panel.
- Engine starter buttons located forward of throttle quadrant.

APPENDIX 9. STEEP APPROACH

1. PURPOSE AND APPLICABILITY

1.1 Determination. An FSB was convened in October 2026 to determine operational suitability as well as to evaluate training and checking requirements for conducting steep approach landing operations in the CE-525 aircraft.

1.2 Training. The FSB completed academic and flight training at the FlightSafety International (FSI) and Textron in Wichita, KS.

1.3 Definition. Steep approach landing operations in the CE-525 are defined as glidepaths greater than 4.5° and less than or equal to 5.5°. Textron Aviation modifications for steep approach landing operations were accomplished through Garmin software and operational changes.

1.4 Evaluation. The FSB evaluation included numerous steep approach operations in the aircraft. Instrument guidance system (IGS) approaches with a glidepath of 5.5° and localizer performance with vertical guidance (LPV) approaches of 5.5° were flown both manually and with autopilot and autothrottle.

1.5 Operations. All-engines-operating (AEO) and one-engine-inoperative (OEI) steep approach operations were flown, terminating with either a landing or execution of a missed approach or balked landing procedure. Although steep approach landing operations in the CE-525 must be conducted with AEO, the FSB evaluated piloting skills required to perform an OEI go-around should an engine fail at or below decision altitude (DA).

2. PILOT TYPE RATING REQUIREMENTS

The pilot type rating for the CE-525 is “CE-525” and is unchanged for aircraft with the steep approach functionality installed.

3. PILOT TRAINING

3.1 Differences Training. The FSB has evaluated steep approach operations and determined a minimum of Level E training is required for all flightcrews current in the CE-525 aircraft. Level E training is defined in Appendix 1, Differences Legend. Steep Approach and Landing (SAL) training can be accomplished as a separate module or integrated with initial, transition, upgrade, or recurrent training.

3.2 Pilot Requirements. Any pilot in command (PIC)/second in command (SIC) who has been properly qualified in CE-525 under 14 CFR part 61, § 61.55, part 91 subpart K (part 91K), or 135 may conduct steep approach landing operations provided the training, checking, and currency requirements of this appendix have been satisfactorily accomplished.

3.3 Steep Approach Operations Training Requirements.

3.3.1 Academic Training. Academic training must consist of training in the following areas and is appropriate to any flightcrew member position:

a) Airplane Flight Manual (AFM), and AFM review to include limitations, normal procedures, abnormal procedures, emergency procedures, and performance with special emphasis on landing performance.

b) Stages of the steep approach to include stabilized approach concept as a key to success for steep approach operations, appropriate flaps and speedbrake configuration, and approach speeds.

c) Comparison of the steep approach sight picture to that of 3.0° (normal) approach.

d) Pilot techniques to include avoidance of abrupt control inputs, ground rush illusion.

e) Identification of airports with special procedures or limitations for conducting steep approaches (e.g., London City Airport (EGLC)).

f) Autopilot and autothrottle operations.

3.4 Flight Training. Flight training must be conducted in a Level C or D FFS or the aircraft. The FFS must have 14 CFR part 60 Class I or II airport modeling. Aircraft training must have an acceptable means to replicate a 5.5° glideslope.

3.4.1 The following minimum training is appropriate:

a) Two normal steep approaches, one to a full stop and one with a missed approach, or balked landing.

b) An OEI steep approach to a missed approach. Since OEI steep approaches are prohibited prior to commencing the approach, the engine failure should be initiated after beginning the approach.

c) Crosswind approaches and minimum ceiling and visibility should be part of the above training.

3.5 When Using an FFS. Repositions should occur to a point beyond and below the glideslope intercept to allow for pilot flying (PF) practice of glideslope intercept transition.

4. PILOT CHECKING

There is no checking requirement for CE-525 steep approach qualification. Documented satisfactory completion of steep approach training is sufficient.

5. PILOT RECURRENT TRAINING

The FSB recommends, regardless of the number of steep approaches completed, a review of all steep approach academic and flight training items be accomplished annually and documented in a manner acceptable to the Administrator. A minimum of one steep approach should be accomplished during recurrent training to maintain steep approach currency.

6. OPERATIONAL APPROVAL

This Flight Standardization Board Report (FSBR) does not constitute operational approval for the execution of steep approach operations in the CE-525. Additionally, it is common that individual airport authorities have training and documentation requirements specific to their airfields with regard to steep approaches.