DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A1WI
Revision 10
Cessna
525
525A
June 21, 2000

TYPE CERTIFICATE DATA SHEET NO. A1WI

This data sheet which is part of Type Certificate No. A1WI prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder — The Cessna Aircraft Company
P.O. Box 7704
Wichita, Kansas 67277

1 - Model 525, CitationJet, (Normal Category), Approved October 15, 1992

Engines — Two Williams International, L.L.C. FJ44-1A turbofans

Fuel — Commercial kerosene Jet A, Jet A-1, Jet B, JP-4, JP-5, or JP-8. MIL-I-27686 or MIL-I-85470 anti-icing additive must be blended into the aircraft fuel in concentrations not less than 0.010 percent or more than 0.15 percent by volume.

Engine Limits Static thrust standard day, sea level

Takeoff	1900 lb.

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

N_1(fan)	104.4%	(100% = 17,245 r.p.m.)
N_2 (Gas Gen.)	99.3%	(100% = 41,200 r.p.m.)

Max. permissible interturbine gas temperatures:

Takeoff	820 Degrees C
Max. continuous	796 Degrees C
Transient (starting 5 sec.)	1000 Degrees C

Airspeed limitations

Vmo (maximum operating)	
Sea level to 30,500 ft.	263 KIAS (260 KCAS)
Mmo above 30,500 ft.	0.71 M_I (0.70 Mach calibrated)
Va (maneuvering sea level)	
10,400 lb. (525-0001 through 525-0359)	187 KIAS (185 KCAS)
10,600 lb. (525-0360 and On)	184 KIAS (182 KCAS)
See AFM for variations with weight and altitude.	
Vb (speed for max. gust intensity)	217 KIAS (215 KCAS)
Fe (Flaps extended)	
15 degrees (takeoff & approach)	200 KIAS (198 KCAS)
35 degrees (landing)	161 KIAS (160 KCAS)
60 degrees (ground flaps)	prohibited in flight

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1 - Model 525, CitationJet, (Normal Category), Approved October 15, 1992, continued

Airspeed limitations (cont'd)

Vmca (Minimum control speed) Air	92 KIAS (91 KCAS)
Vmcg (Minimum control speed) Ground	
525-0001 through 525-0359	95 KIAS (93 KCAS)
525-0360 and On	93 KIAS (93 KCAS)
V_{LO} (landing gear operating)	186 KIAS (185 KCAS)
V_{LE} (landing gear extended)	186 KIAS (185 KCAS)
V_{SB} (speed brakes extended)	Any speed with or without flaps
Maximum autopilot operating speed	
Sea level to 30,500 ft.	263 KIAS (260 KCAS)
Above 30,500 ft.	0.71 M_I (0.70 MACH calibrated)
Maximum tire ground speed	165 knots

C.G. Range (Landing Gear Extended) Design C.G. Limits:

Applicable to airplanes S/N 525-0001 through 525-0359:

Forward Limits: Linear variation from 243.94 in. aft of datum (22.00% MAC) at 10,400 lb. to 242.43 in. aft of datum (19.81% MAC) at 8,800 lb.; Linear variation from 242.43 in. aft of datum (19.81% MAC) at 8,800 lb. to 240.14 in. aft of datum (16.50% MAC) at 7,700 lb.; 240.14 in. aft of datum (16.50% MAC) at 7,700 lb. or less.

Aft Limits: 248.78 in. aft of datum (29.00 % MAC) at 10,400 lb. or less.

Applicable to airplanes S/N 525-0360 and On:

Forward Limits: Linear variation from 244.13 in. aft of datum (22.27% MAC) at 10,600 lb. to 242.43 in. aft of datum (19.81% MAC) at 8,800 lb.; Linear variation from 242.43 in. aft of datum (19.81% MAC) at 8,800 lb. to 240.14 in. aft of datum (16.50% MAC) at 7,700 lb.; 240.14 in. aft of datum (16.50% MAC) at 7,700 lb. or less.

Aft Limits: 248.78 in. aft of datum (29.00 % MAC) at 10,600 lb. or less.

Landing Gear retracting moment (+157.9) in-lb.

Empty Wt. C.G. Range: None

MAC: 69.078 in. (L.E. of MAC at +228.745 in. aft of datum)

Maximum Weight	S/N 525-0001 though 525-0359	S/N 525-0360 and On
Takeoff	10,400 lb.	10,600 lb.
Landing	9,700 lb.	9,800 lb.
Zero Fuel	8,400 lb.	8,400 lb.
Ramp	10,500 lb.	10,700 lb.

1 - Model 525, CitationJet, (Normal Category), Approved October 15, 1992, continued

Minimum Crew for all Flights (see note 5 for cockpit equipment/arrangement restrictions):
One pilot (in the left pilot seat) plus additional equipment as specified in the Kinds of Operations Equipment List (KOEL) contained in the Limitations Section of the FAA Approved Airplane Flight Manual
OR
One pilot and one copilot

No. of Seats: Maximum eight (two crew plus six passenger seats)

Maximum Baggage:

Nose compartment	425 lb. (+ 74.0 in. aft of datum)
Aft cabin	100 lb. (+265.0 in. aft of datum)
Tailcone	325 lb. (+350.0 in. aft of datum)

Fuel Capacity (usable): Total usable fuel 3220 lb. (477 gal). Two wing tanks with 1,610 lbs. (238.5 gal) usable each; (see NOTE 1 for unusable)
+253.05 in. aft of datum

Oil Capacity (usable): Tank mounted on each engine: 2.5 quarts usable each engine;
+312.30 in. aft of datum; (see NOTE 1)

Maximum Operating Altitude: 41,000 ft.

Control Surface Movements:

Elevator	Up	20 +0/-1 degrees
	Down	15 +/-1 degrees
Elevator Trim Tab	Up	12 +/-1 degrees
	Down	20 +/-1 degrees
Rudder	Right	30 +/-1 degrees
	Left	30 +/-1 degrees
Rudder Trim Tab	Right	20 +/-1 degrees
	Left	20 +/-1 degrees
Aileron	Up	23.5 +/-1 degrees
	Down	20.5 +/-1 degrees
Aileron Trim Tab	Up	20 +/-1 degrees
	Down	18 +/-1 degrees
Wing Flap	Up	0 +/-1 degrees
	T.O./Appr.	15 +1/-1 degrees
	Land	35 +/-1 degrees
	Ground	60 +/-1 degrees
Speed Brakes - Upper	Up	0 to 49 +/-2 degrees
Speed Brakes - Lower	Down	0 to 68 +/-2 degrees
Thrust Attenuators (Ref to Engine Long. axis)	Stow	-6 +/-1 degrees
Thrust Attenuators (Ref to Engine Long. axis)	Deploy	54 +/-1 degrees

See Airplane Maintenance Manual for rigging instructions.

Serial Nos. Eligible: 525-0001 and up

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

1 - Model 525, CitationJet, (Normal Category), Approved October 15, 1992, continued

Leveling Means	Longitudinal - Left hand upper floorboard aft of FS 151.00. Lateral - Left hand and right hand upper floorboard aft of FS 152.00.

Certification Basis - Model 525:

(1) Federal Aviation Regulation Part 23, as amended by Amendments 23-1 through 23-38, and 23-40;

(2) Part 36 of the Federal Aviation Regulation effective December 1, 1969, as amended by Amendments 36-1 through 36-18;

(3) Part 34 of the Federal Aviation Regulations effective September 10, 1990;

(4) Compliance with the Noise Control Act of 1972;

(5) Special Conditions as follows:
(a) 23-ACE-55, additional requirements for:
Smoke evacuation, protection of electronic systems from lightning and high intensity radiated electromagnetic fields (HIRF) and lightning, electronic flight instrument displays, thrust attenuating systems, engine fire extinguishing system, performance (including takeoff, takeoff speeds, accelerate-stop, takeoff path, takeoff distance and takeoff run, takeoff flight path, climb one engine inoperative, minimum control speed, trim, static longitudinal stability, static directional and lateral stability, stall, stall warning, vibration and buffeting, high speed characteristics, airspeed indicating system, static pressure system, maximum operating speed limit, minimum flight crew, operating limitations, operating procedures, performance information, airspeed indicator, effects of contamination on Natural Laminar Flow airfoils, definitions, and AFM approved information.

(6) Exemption as follows:
(a) Exemption No. 5759 granted to use a relaxed “Dutch Roll” damping criteria above 18,000 feet in lieu of damping criteria of FAR § 23.181(b).

(7) Equivalent level of safety as follows (Applicable to airplanes S/N 525-0360 and On equipped with Collins Proline 21 electronic displays of engine instruments):
(a) Number ACE-00-01: FAR §§ 23.1305(c)(2), (c)(5), and 23.1549(a) through (d), direct reading, digital only displays for the high-pressure turbine speed (N_2), and fuel flow indications.

(8) Compliance with ice protection has been demonstrated in accordance with FAR §§ 23.1416 and 23.1419.

Application for type certificate dated February 14, 1990. Type Certificate A1WI issued October 15, 1992, obtained by the manufacturer using Delegation Option Authorization Procedures of Part 21 of the Federal Aviation Regulations. The Model 525 is defined by Cessna Airplane Assembly Drawing Number 6300000.

Production Basis:

Production Certificate No. 4 issued and Delegation Option Authorization Manufacturer No. DOA-230428-CE (CE-3) authorized to issue Airworthiness Certificates under Delegation Option Authorization Procedures of Part 21 of the Federal Aviation Regulations.

The Basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification.

1 - Model 525, CitationJet, (Normal Category), Approved October 15, 1992, continued

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

The certificated empty weight and corresponding center of gravity location must include:

Unusable fuel	39.8 lb. at +257.9 in.
Full oil	18.0 lb. at +312.3 in.
Hydraulic Fluid	27.5 lb. at +265.0 in.
Anti-ice Fluid	3.4 lb. at +91.5 in.

NOTE 2. Airplanes must be operated according to the FAA Approved Airplane Flight Manual (AFM), part number 525FM14 (or later approved revision). Required placards and markings are listed in Chapter Eleven (11) of Maintenance Manual, part number 525MM08 (or later revision).

NOTE 3. See Maintenance Manual, Chapter Four (4), "Airworthiness Limitations" for inspections, mandatory retirement life information, and other requirements for continued airworthiness.

NOTE 4. All replacement seats (crew and passenger), although they may comply with TSO C39, must also be demonstrated to comply with FAR 23.321, 23.395, 23.561, 23.562, and 23.785.

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

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

NOTE 5. Approval for operation with a minimum crew of one pilot is based upon the cockpit equipment installation and arrangement evaluated during FAA certification testing. No significant changes may be made to the installed cockpit equipment or arrangement (EFIS, autopilot, avionics, etc.), except as permitted by the approved MMEL, without prior approval from the responsible Aircraft Certification Office.

NOTE 6. Airplanes being exported to France must conform to Cessna Drawings 6390300 and 4711113 or 4711114. Airplanes being exported to Germany must conform to Cessna Drawings 6390350 and 4711113 or 4711114. Configurations approved by the French DGAC and the German LBA are considered to be identical except for items provided in compliance with national operating rules.

1 - Model 525, CitationJet, (Normal Category), Approved October 15, 1992, continued

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

S/N 525-0001 though 525-0358	Airplanes that have accomplished Cessna Service Bulletin SB525-34-41.
S/N 525-0359	Received factory installation of Dual Ametek AM-250 altimeters.
S/N 525-0360 and On	Airplanes that have received factory installation* of optional Ametek AM-250 copilot's altimeter; and Airplanes that have received factory installation* of optional Collins Pro Line 21 copilot's altimeter; and Airplanes that have accomplished Cessna Service Bulletin SB525-34-40.

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

II - Model 525A, (Normal Category), Approved June 21, 2000

Engines Two Williams-Rolls FJ44-2C turbofans

Fuel Commercial kerosene Jet A, Jet A-1, or JP-8. MIL-I-27686 anti-icing additive must be blended into the aircraft fuel in concentrations not less than 0.060 percent or more than 0.15 percent by volume.

Engine Limits Static thrust standard day, sea level

Takeoff	2,400 lb.

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

N_1 (fan)	105.3% (100% = 17,245 r.p.m.)
N_2 (Gas Gen.)	98.8% (100% = 41,200 r.p.m.)

Max. permissible interturbine gas temperatures:

Takeoff	820 Degrees C
Max. Continuous	805 Degrees C
Transient (starting 15 sec.)	1000 Degrees C

Airspeed limitations

Vmo (maximum operating)

Sea level to 8,000 ft.	260 KIAS (260 KCAS)
8,000 ft. to 29,500 ft.	275 KIAS (Varies linearly between 274 KCAS and 272 KCAS)
Mmo above 29,500 ft.	0.72 M_1 (0.707 Mach calibrated)

Va (maneuvering sea level at 12,375 lb.) 205 KIAS (205 KCAS)
See AFM for variations with weight and altitude.

II - Model 525A, (Normal Category), Approved June 21, 2000, continued

Airspeed limitations, continued

Vb (speed for max. gust intensity)	217 KIAS (217 KCAS)
Fe (Flaps extended)	
15 degrees (takeoff & approach)	200 KIAS (199 KCAS)
35 degrees (landing)	161 KIAS (160 KCAS)
60 degrees (ground flaps)	prohibited in flight
Maximum speed with flaps failed to 60 degrees (ground flaps) (Emergency Only)	140 KIAS (140 KCAS)
Vmca (Minimum control speed) Air	
0 degrees (takeoff)	92 KIAS (93 KCAS)
15 degrees (takeoff & approach)	87 KIAS (88 KCAS)
Vmcg (Minimum control speed) Ground	89 KIAS (90 KCAS)
V_{LO} (landing gear operating)	
Extend	250 KIAS (250 KCAS)
Retract	200 KIAS (199 KCAS)
V_{LE} (landing gear extended)	275 KIAS (270 KCAS)
V_{SB} (speed brakes extended)	Any speed with or without flaps
Maximum autopilot operating speed	Any normal operating speed
Maximum tire ground speed	165 knots

C.G. Range (Landing Gear Extended) Design C.G. Limits

Forward Limits: Linear variation from 276.89 in. aft of datum (19.46% MAC) at 12,375 lb. to 273.33 in. aft of datum (14.50% MAC) at 9,200 lb.; 273.33 in. aft of datum (14.50% MAC) at 9,200 lb. to 8,500 lb.; Linear variation from 273.33 in. aft of datum (14.50% MAC) at 8,500 lb. to 277.99 in. aft of datum (21.00% MAC) at 7,500 lb.; 277.99 in. aft of datum (21.00% MAC) at 7,500 lb. or less.

Aft Limits: 283.72 in. aft of datum (29.00% MAC) at 12,375 lb. or less.

Landing Gear retracting moment (+406.9) in-lb.

Empty Wt. C.G. Range: None

MAC: 71.720 in (L.E. of MAC at +262.926 in. aft of datum)

Maximum Weights

Takeoff	12,375 lb.
Landing	11,500 lb.
Zero Fuel	9,300 lb.
Ramp	12,500 lb.

Minimum Crew for all Flights (see note 5 for cockpit equipment/arrangement restrictions):

One pilot (in the left pilot seat) plus additional equipment as specified in the Kinds of Operations Equipment List (KOEL) contained in the Limitations Section of the FAA Approved Airplane Flight Manual

OR

One pilot and one copilot

No. of Seats: Maximum ten (two crew plus eight passenger seats)

II - Model 525A, (Normal Category), Approved June 21, 2000, continued

Maximum Baggage

Nose compartment	400 lb. (+ 74.0 in. aft of datum)
Aft cabin	100 lb. (+301.7 in. aft of datum)
Tailcone	600 lb. (+384.60 in. aft of datum)

Fuel Capacity (usable): Total usable fuel 3,961 lb. (586.8 gal).
Two wing tanks with 1,980.5 lb. (293.4 gal) usable each;
+288.70 in. aft of datum (see NOTE 1 for unusable)

Oil Capacity (usable): Tank mounted on each engine: 2.3 quarts usable each engine;
+364.3 in. aft of datum (see NOTE 1)

Maximum Operating Altitude: 45,000 ft.

Control Surface Movements

Elevator	Up	18.5 +/- 0.5 degrees
	Down	15 +/- 1 degrees
Elevator Trim Tab	Up	9 +/- 1 degrees
	Down	23 +/- 1 degrees
Rudder	Right	35 +/- 1 degrees
	Left	35 +/- 1 degrees
Rudder Trim Tab	Right	20 +/- 1 degrees
	Left	20 +/- 1 degrees
Aileron	Neutral position (TE Up)	2.0 +/- 0.5 degrees
	Up from neutral	23.5 +/- 1 degrees
	Down from neutral	20.5 +/- 1 degrees
Aileron Trim Tab	Up	20 +/- 1 degrees
	Down	18 +/- 1 degrees
Wing Flap	Up	0 +/- 1 degrees
	T.O./Appr.	15 +/- 1 degrees
	Landing	35 +/- 1 degrees
	Ground	60 +/- 2 degrees
Speed Brakes - Upper	Up	0 to 49 +/- 2 degrees
- Lower	Down	0 to 68 +/- 2 degrees
Thrust Attenuators (Ref. to Engine Long. axis)	Stow	-4.5 +/- 0.3 degrees
Thrust Attenuators (Ref. to Engine Long. axis)	Deploy	65 +/ 1 degrees

See Airplane Maintenance Manual for rigging instructions

Serial Nos. Eligible: 525A-0001 and up

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

II - Model 525A, (Normal Category), Approved June 21, 2000, continued

Leveling Means

Lateral – Place 525A Leveling Tool across inboard crew seat rails at approximately FS 148. Ensure Leveling Tool is parallel to fuselage station plane and is resting solidly on seat rails. Position inclinometer on Leveling Tool with base parallel to the long axis of the Leveling Tool.

Longitudinal - Place 525A Leveling Tool across inboard crew seat rails at approximately FS 148. Ensure Leveling Tool is parallel to fuselage station plane and is resting solidly on seat rails. Position inclinometer on Leveling Tool with base perpendicular to the long axis of the Leveling Tool at BL 0.

Certification Basis - Model 525A:

(1) Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 23-1 through 23-40;

(a) Additions:

FAR §§ 23.331, 23.351, 23.421, 23.423, 23.425, 23.427, 23.939, and 23.1163 as amended by Amendments 23-1 through 23-42;

FAR §§ 23.943, 23.951, 23.957, 23.961, 23.967, 23.991, 23.993, 23.997, 23.999, 23.1001, 23.1011, 23.1019, 23.1041, 23.1061, 23.1189, 23.1322, 23.1357, 23.1391, 23.1393, 23.1395, 23.1443, and 23.1445 as amended by Amendments 23-1 through 23-43;

FAR §§ 23.179, 23.305, 23.321, 23.361, 23.397, 23.479, 23.485, 23.613, 23.615, 23.621, 23.731 and 23.1549 as amended by Amendments 23-1 through 23-45;

FAR §§ 23.335, 23.337, 23.341, 23.343, 23.345, 23.347, 23.371, 23.393, 23.399, 23.415, 23.441, 23.443, 23.455, 23.457, 23.473, 23.499, 23.561, 23.571, 23.572, 23.611, 23.629, 23.673, and 23.725 as amended by Amendments 23-1 through 23-48;

FAR §§ 23.677, 23.723, 23.785, 23.787, 23.791, 23.853, 23.855, 23.1303, 23.1307, 23.1321, 23.1351, 23.1353, 23.1361, and 23.1401 as amended by Amendments 23-1 through 23-49;

FAR §§ 23.233, 23.235, 23.1555, and 23.1589 as amended by Amendments 23-1 through 23-50;

FAR §§ 23.901, 23.903, 23.929, 23.963, 23.965, 23.1013, 23.1043, 23.1143, 23.1183, 23.1191, and 23.1337 as amended by Amendments 23-1 through 23-51;

(2) FAR Part 36 effective December 1, 1969, Noise Standards, as amended by Amendments 36-1 through 36-22.

(3) FAR Part 34 effective September 10, 1990, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes, as amended by Amendments 34-1through 34-3.

II - Model 525A, (Normal Category), Approved June 21, 2000, continued

Certification Basis - Model 525A, continued:

(4) Special Conditions as follows:

(a) 23-ACE-55, additional requirements for:
Smoke evacuation, protection of electronic systems from lightning and high intensity radiated electromagnetic fields (HIRF) and lightning, electronic flight instrument displays, thrust attenuating systems, engine fire extinguishing system, performance (including takeoff, takeoff speeds, accelerate-stop, takeoff path, takeoff distance and takeoff run, takeoff flight path, climb one engine inoperative, minimum control speed, trim, static longitudinal stability, static directional and lateral stability, stall, stall warning, vibration and buffeting, high speed characteristics, airspeed indicating system, static pressure system, maximum operating speed limit, minimum flight crew, operating limitations, operating procedures, performance information, airspeed indicator, effects of contamination on Natural Laminar Flow airfoils, definitions, and AFM approved information.

(b) 23-102-SC, High Altitude Operation (45,000 feet). Additional requirements for Ventilation, Air conditioning, Pressurized cabins, Oxygen equipment and supply, Supplemental oxygen, Oxygen distribution and equipment. (See NOTE 6.)

(5) Exemption: Exemption number 5759 granted to use a relaxed "Dutch Roll" damping criteria above 18,000 feet in lieu of damping criteria of FAR § 23.181(b).

(6) Equivalent level of safety as follows:

(a) Number ACE-00-01: FAR §§ 23.1305(c)(2), (c)(5), and 23.1549(a) through (d), direct reading, digital only displays for the high-pressure turbine speed (N_2), and fuel flow indications.

(b) Number ACE-99-07: FAR § 23.841(b)(6), Cabin Pressurization – High Altitude Takeoff and Landing Operations.

(c) Number ACE-00-05; FAR § 23.841(a), to allow small temporary cabin altitude excursions above 15,000 feet in the event of any probable pressurization system failure."

(7) Compliance with ice protection has been demonstrated in accordance with FAR §§ 23.1416 and 23.1419.

Application to amend type certificate dated May 14, 1998. Type Certificate A1WI amended June 21, 2000, obtained by the manufacturer using Delegation Option Authorization Procedures of Part 21 of the Federal Aviation Regulations. The Model 525A is defined by Cessna Airplane Assembly Drawing Number 6300001.

Production Basis:

Production Certificate No. 4 issued and Delegation Option Authorization Manufacturer No. DOA-230428-CE (CE-3) authorized to issue Airworthiness Certificates under Delegation Option Authorization Procedures of Part 21 of the Federal Aviation Regulations.

The Basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification.

II - Model 525A, (Normal Category), Approved June xx, 2000, continued

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

The certificated empty weight and corresponding center of gravity location must include:

Unusable fuel	76.7 lb. at +297.20 in.
Full oil	13.9 lb. at +364.3 in.
Hydraulic Fluid	18.9 lb. at +278.0 in.
Anti-ice Fluid	3.4 lb. at +91.5 in.

NOTE 2. Airplanes must be operated according to the FAA Approved Airplane Flight Manual (AFM), part number 525AFM00 (or later approved revision). Required placards and markings are listed in Chapter Eleven (11) of Maintenance Manual, part number 525AMM00 (or later revision).

NOTE 3. See Maintenance Manual Chapter Four (4), "Airworthiness Limitations" for mandatory component retirement life information.

NOTE 4. All replacement seats (crew and passenger), although they may comply with TSO C39, must also be demonstrated to comply with FAR §§ 23.321, 23.395, 23.561, 23.562, and 23.785.

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

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

NOTE 5. Approval for operation with a minimum crew of one pilot is based upon the cockpit equipment installation and arrangement evaluated during FAA certification testing. No significant changes may be made to the installed cockpit equipment or arrangement (EFIS, autopilot, avionics, etc.), except as permitted by the approved MMEL, without prior concurrence from the responsible Aircraft Certification Office.

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

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