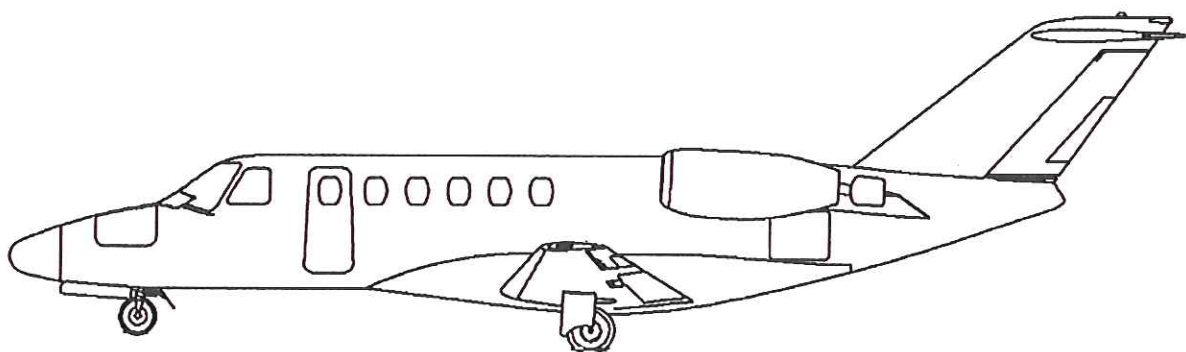


FAA APPROVED

Airplane Flight Manual

Citation CJ2

SERIAL 525A-0001 THRU -0299



FAA APPROVED IN NORMAL CATEGORY BASED ON 14 CFR 23. THIS DOCUMENT MUST BE CARRIED IN THE AIRPLANE AT ALL TIMES, AND BE KEPT WITHIN REACH OF THE PILOT DURING ALL FLIGHT OPERATIONS. THIS MANUAL INCLUDES THE MATERIAL REQUIRED TO BE FURNISHED TO THE PILOT BY 14 CFR 23 AND THE APPLICABLE SPECIAL CONDITIONS.

APPROVED BY

SERIAL NUMBER _____

REGISTRATION NUMBER _____

FAA APPROVED UNDER FAR 81 SUBPART J
The Cessna Aircraft Co.
Delegation Option Authorization DOA-230428-CE

Barbara P. Kellum Executive Engineer



Member of GAMA

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21 JUNE 2000

REVISION 6

15 APRIL 2005 U.S.

STANDARD PERFORMANCE CONDITIONS (Continued)

SINGLE ENGINE TAKEOFF - ACCELERATE STOP

- a. The power was set static to the setting corresponding to Figure 4-8, and then the brakes were released. Power was retrimmed at approximately 60 KIAS.
- b. The pilot recognized the necessity to stop because of engine failure or other reasons just prior to V_1 .
- c. Maximum pilot braking effort was started at V_1 and continued until the airplane came to a stop.
- d. Both throttles were brought to idle.
- e. Thrust Attenuators were automatically deployed at idle throttles.
- f. Directional control was maintained through the rudder pedals and differential braking as required.
- g. Antiskid was ON during all tests.
- h. Speedbrakes and ground flaps were not used.

MULTI-ENGINE TAKEOFF

- a. The power was set static to the setting corresponding to Figure 4-8, and then the brakes were released. Power was retrimmed at approximately 60 KIAS.
 - b. Positive rotation to +10 degrees was made at V_R accelerating to $V_2 + 12$ and pitch adjusted as required to maintain $V_2 + 12$ (V_{35}).
 - c. The landing gear was retracted when a positive climb rate was established.
 - d. $V_2 + 12$ KIAS was maintained from the 35-foot point above the runway until the obstacle was cleared, at which time, the airplane was accelerated and the flaps were retracted.
6. The landing performance was obtained using the following procedures and conditions:

LANDING

- a. Landing preceded by a steady three degree angle approach down to the 50-foot height point with airspeed at V_{REF} in the landing configuration.
- b. Two engine thrust setting during approach was selected to maintain the three degree approach angle at V_{REF} .
- c. Idle thrust was established at the 50-foot height point and throttles remained in that setting until the airplane had stopped.
- d. Rotation to a landing attitude was accomplished at a normal rate.
- e. Thrust attenuators were automatically deployed on main wheel contact.
- f. Maximum wheel braking was initiated immediately on nose wheel contact and continued throughout the landing roll. Ground flaps were selected immediately after brake application.
- g. The antiskid system was ON during all tests.
- h. Speed brakes were disabled (i.e. no performance credit).

**PROCEDURES FOR USE OF APPROACH AND
LANDING PERFORMANCE TABLES**

1. Determine gross weight of airplane at the time of arrival at the destination airport.
2. Obtain airport information; i.e., active runway, available runway length, temperature, altitude, wind, icing conditions and runway gradient if applicable. Determine that the temperature is within the ambient temperature limits found in Section II, Limitations.
3. Determine wind component parallel to active runway from the crosswind component chart (Figure 4-13).
4. Check the maximum landing weight permitted by climb requirements and the brake energy limits (Figures 4-46, if anti-ice systems are OFF; Figures 4-45 and 4-46, if anti-ice systems are ON). If these limitations restrict the landing weight, the pilot must burn off fuel prior to landing.
5. **FOR LANDINGS ON DRY RUNWAYS:**
Determine the landing distance, V_{APP} and V_{REF} from Figure 4-47 (flaps land), then apply the appropriate factors from the note below. If the available runway length is less than the landing distance required, the airplane landing weight must be reduced.

NOTE

- Multiply the FLAPS LAND landing distance by 1.20 for a -1 percent (downhill) runway gradient or by 1.80 for a -2 percent (downhill) runway gradient. For positive (uphill) runway gradients, use the landing distance obtained from Figure 4-47.
 - For inoperative antiskid system, multiply the landing distance obtained from Figure 4-47 by 1.4.
 - For attenuators stowed, use the landing distance obtained from Figure 4-47.
6. Determine the takeoff thrust setting from Figure 4-8 in the event that a go-around is necessary.
 7. The approach climb and landing climb gradient tables (Figures 4-48, 4-49, 4-50, and 4-51) are for advisory information only.

NOTE

- These procedures apply for normal landings at or below 11,500 pounds. Performance above 11,500 pounds is provided as additional information, for use in an emergency which requires a landing at a weight in excess of the maximum design landing weight of 11,500 pounds.
- For operation from wet, slush, snow and ice covered runways, refer to Section VII.

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Figure 4-44

MODEL 525A

SECTION IV - PERFORMANCE APPROACH AND LANDING

LANDING DISTANCE - FEET ACTUAL DISTANCE

FLAPS - LAND
1000 FEET

CONDITIONS: LANDING GEAR - DOWN
GROUND FLAPS - AFTER TOUCHDOWN
AIRSPEED - VREF AT 50 FEET

ANTI-ICE SYSTEMS - ON OR OFF
THRUST - IDLE AT 50 FEET
THRUST ATTENUATORS - AUTO

SOME CONDITIONS MAY BE BRAKE ENERGY OR CLIMB LIMITED. OBTAIN ALLOWABLE WEIGHT FROM MAXIMUM LANDING WEIGHT TABLES.

WEIGHT = 10500 POUNDS VREF = 106 KIAS VAPP = 113 KIAS					
TEMP DEG C	TAILWIND 10 KTS	ZERO WIND	HEADWINDS		
			10 KTS	20 KTS	30 KTS
-25	3200	2640	2480	2330	2170
-20	3230	2670	2510	2350	2200
-15	3260	2700	2540	2380	2230
-10	3290	2730	2570	2410	2260
-5	3320	2760	2600	2440	2290
0	3350	2790	2630	2470	2310
5	3380	2820	2660	2500	2340
10	3420	2850	2690	2530	2370
15	3450	2880	2720	2560	2400
20	3480	2910	2750	2580	2430
25	3510	2940	2780	2610	2460
30	3540	2970	2810	2640	2490
35	3570	3000	2840	2670	2520
40	3610	3030	2870	2700	2550
45	3640	3070	2900	2730	2580
50	3670	3100	2930	2770	2610
52	3690	3120	2950	2780	2620

WEIGHT = 10000 POUNDS VREF = 104 KIAS VAPP = 110 KIAS					
TEMP DEG C	TAILWIND 10 KTS	ZERO WIND	HEADWINDS		
			10 KTS	20 KTS	30 KTS
-25	3120	2560	2400	2250	2100
-20	3150	2590	2430	2270	2120
-15	3170	2620	2460	2300	2150
-10	3200	2650	2490	2330	2180
-5	3230	2670	2510	2360	2200
0	3260	2700	2540	2380	2230
5	3290	2730	2570	2410	2260
10	3320	2760	2600	2440	2290
15	3350	2790	2630	2470	2310
20	3380	2820	2650	2490	2340
25	3410	2850	2680	2520	2370
30	3440	2870	2710	2550	2400
35	3470	2900	2740	2580	2430
40	3500	2930	2770	2610	2450
45	3530	2960	2800	2640	2480
50	3560	2990	2830	2670	2510
52	3580	3010	2850	2680	2530

WEIGHT = 9500 POUNDS VREF = 101 KIAS VAPP = 108 KIAS					
TEMP DEG C	TAILWIND 10 KTS	ZERO WIND	HEADWINDS		
			10 KTS	20 KTS	30 KTS
-25	3030	2480	2330	2170	2020
-20	3060	2510	2350	2200	2050
-15	3090	2530	2380	2220	2070
-10	3110	2560	2400	2250	2100
-5	3140	2590	2430	2270	2120
0	3170	2610	2450	2300	2150
5	3190	2640	2480	2330	2170
10	3220	2670	2510	2350	2200
15	3250	2690	2530	2380	2230
20	3280	2720	2560	2400	2250
25	3300	2750	2590	2430	2280
30	3330	2780	2620	2460	2310
35	3360	2800	2640	2490	2330
40	3390	2830	2670	2510	2360
45	3420	2860	2700	2540	2390
50	3450	2890	2730	2570	2410
52	3470	2910	2740	2580	2430

WEIGHT = 9000 POUNDS VREF = 99 KIAS VAPP = 105 KIAS					
TEMP DEG C	TAILWIND 10 KTS	ZERO WIND	HEADWINDS		
			10 KTS	20 KTS	30 KTS
-25	2950	2400	2240	2090	1940
-20	2970	2420	2270	2110	1970
-15	2990	2450	2290	2140	1990
-10	3020	2470	2310	2160	2020
-5	3040	2500	2340	2190	2040
0	3070	2520	2360	2210	2060
5	3090	2550	2390	2240	2090
10	3120	2570	2410	2260	2110
15	3150	2600	2440	2290	2140
20	3170	2620	2460	2310	2160
25	3200	2650	2490	2340	2190
30	3230	2680	2520	2360	2210
35	3250	2700	2540	2390	2240
40	3280	2730	2570	2410	2260
45	3310	2760	2600	2440	2290
50	3340	2780	2620	2470	2310
52	3360	2800	2640	2480	2330

WEIGHT = 8500 POUNDS VREF = 96 KIAS VAPP = 102 KIAS					
TEMP DEG C	TAILWIND 10 KTS	ZERO WIND	HEADWINDS		
			10 KTS	20 KTS	30 KTS
-25	2860	2310	2160	2010	1860
-20	2880	2340	2180	2030	1880
-15	2900	2360	2200	2050	1910
-10	2920	2380	2230	2080	1930
-5	2940	2400	2250	2100	1950
0	2970	2430	2270	2120	1980
5	2990	2450	2300	2140	2000
10	3020	2470	2320	2170	2020
15	3040	2500	2340	2190	2040
20	3060	2520	2370	2210	2070
25	3090	2550	2390	2240	2090
30	3110	2570	2410	2260	2110
35	3140	2600	2440	2290	2140
40	3170	2620	2460	2310	2160
45	3190	2650	2490	2340	2190
50	3220	2670	2520	2360	2210
52	3240	2690	2530	2380	2230

WEIGHT = 8000 POUNDS VREF = 93 KIAS VAPP = 98 KIAS					
TEMP DEG C	TAILWIND 10 KTS	ZERO WIND	HEADWINDS		
			10 KTS	20 KTS	30 KTS
-25	2750	2210	2060	1910	1770
-20	2770	2230	2080	1930	1790
-15	2790	2250	2100	1950	1810
-10	2810	2270	2120	1970	1830
-5	2830	2290	2140	1990	1850
0	2850	2320	2160	2020	1870
5	2870	2340	2190	2040	1890
10	2890	2360	2210	2060	1920
15	2920	2380	2230	2080	1940
20	2940	2400	2250	2100	1960
25	2960	2430	2270	2120	1980
30	2980	2450	2300	2150	2000
35	3010	2470	2320	2170	2020
40	3030	2500	2340	2190	2050
45	3060	2520	2370	2220	2070
50	3080	2540	2390	2240	2090
52	3100	2560	2400	2250	2110

TO OBTAIN LANDING DISTANCE WITH NEGATIVE (DOWNHILL) RUNWAY GRADIENT, REFER TO LANDING PROCEDURES.

Figure 4-47 (Sheet 4)

MODEL 525A

SECTION IV - PERFORMANCE APPROACH AND LANDING

LANDING DISTANCE - FEET ACTUAL DISTANCE

FLAPS - LAND
2000 FEET

CONDITIONS: LANDING GEAR - DOWN
GROUND FLAPS - AFTER TOUCHDOWN
AIRSPEED - VREF AT 50 FEET

ANTI-ICE SYSTEMS - ON OR OFF
THRUST - IDLE AT 50 FEET
THRUST ATTENUATORS - AUTO

SOME CONDITIONS MAY BE BRAKE ENERGY OR CLIMB LIMITED. OBTAIN ALLOWABLE WEIGHT FROM MAXIMUM LANDING WEIGHT TABLES.

WEIGHT = 10500 POUNDS					
VREF = 106 KIAS			VAPP = 113 KIAS		
TEMP DEG C	TAILWIND 10 KTS	ZERO WIND	HEADWINDS		
			10 KTS	20 KTS	30 KTS
-25	3270	2710	2550	2390	2230
-20	3300	2740	2580	2420	2260
-15	3330	2770	2610	2450	2290
-10	3360	2800	2630	2480	2320
-5	3400	2830	2670	2510	2350
0	3430	2860	2700	2540	2380
5	3460	2890	2730	2570	2410
10	3490	2920	2760	2600	2440
15	3530	2950	2790	2630	2470
20	3560	2990	2820	2660	2500
25	3590	3020	2850	2690	2530
30	3620	3050	2880	2720	2560
35	3660	3080	2910	2750	2590
40	3690	3110	2950	2780	2620
45	3730	3150	2980	2810	2650
50	3760	3180	3010	2840	2680

WEIGHT = 10000 POUNDS					
VREF = 104 KIAS			VAPP = 110 KIAS		
TEMP DEG C	TAILWIND 10 KTS	ZERO WIND	HEADWINDS		
			10 KTS	20 KTS	30 KTS
-25	3190	2630	2470	2310	2160
-20	3210	2650	2490	2340	2180
-15	3240	2680	2520	2360	2210
-10	3270	2710	2550	2390	2240
-5	3300	2740	2580	2420	2270
0	3330	2770	2610	2450	2290
5	3360	2800	2640	2480	2320
10	3390	2830	2670	2510	2350
15	3420	2860	2700	2540	2380
20	3450	2890	2720	2560	2410
25	3490	2920	2750	2590	2440
30	3520	2950	2780	2620	2470
35	3550	2980	2810	2650	2500
40	3580	3010	2850	2680	2530
45	3620	3040	2880	2710	2550
50	3650	3070	2910	2740	2580

WEIGHT = 9500 POUNDS					
VREF = 101 KIAS			VAPP = 108 KIAS		
TEMP DEG C	TAILWIND 10 KTS	ZERO WIND	HEADWINDS		
			10 KTS	20 KTS	30 KTS
-25	3100	2540	2380	2230	2080
-20	3120	2570	2410	2250	2100
-15	3150	2600	2440	2280	2130
-10	3180	2620	2460	2310	2160
-5	3210	2650	2490	2330	2180
0	3230	2680	2520	2360	2210
5	3260	2710	2550	2390	2240
10	3290	2740	2570	2420	2260
15	3320	2760	2600	2440	2290
20	3350	2790	2630	2470	2320
25	3380	2820	2660	2500	2350
30	3410	2850	2690	2530	2370
35	3440	2880	2710	2560	2400
40	3470	2910	2740	2580	2430
45	3500	2940	2770	2610	2460
50	3530	2970	2800	2640	2480

WEIGHT = 9000 POUNDS					
VREF = 99 KIAS			VAPP = 105 KIAS		
TEMP DEG C	TAILWIND 10 KTS	ZERO WIND	HEADWINDS		
			10 KTS	20 KTS	30 KTS
-25	3010	2460	2300	2150	2000
-20	3030	2480	2320	2170	2020
-15	3060	2510	2350	2200	2050
-10	3080	2530	2370	2220	2070
-5	3110	2560	2400	2250	2100
0	3130	2580	2420	2270	2120
5	3160	2610	2450	2300	2150
10	3190	2640	2480	2320	2170
15	3220	2660	2500	2350	2200
20	3240	2690	2530	2370	2220
25	3270	2720	2560	2400	2250
30	3300	2740	2580	2430	2280
35	3330	2770	2610	2450	2300
40	3360	2800	2640	2480	2330
45	3390	2830	2670	2510	2360
50	3420	2860	2690	2540	2380

WEIGHT = 8500 POUNDS					
VREF = 96 KIAS			VAPP = 102 KIAS		
TEMP DEG C	TAILWIND 10 KTS	ZERO WIND	HEADWINDS		
			10 KTS	20 KTS	30 KTS
-25	2910	2370	2210	2060	1910
-20	2930	2390	2230	2080	1940
-15	2960	2410	2260	2110	1960
-10	2980	2440	2280	2130	1980
-5	3010	2460	2310	2150	2010
0	3030	2490	2330	2180	2030
5	3060	2510	2350	2200	2050
10	3080	2540	2380	2230	2080
15	3110	2560	2400	2250	2100
20	3130	2590	2430	2280	2130
25	3160	2610	2450	2300	2150
30	3180	2640	2480	2320	2180
35	3210	2660	2500	2350	2200
40	3240	2690	2530	2380	2230
45	3270	2720	2560	2400	2250
50	3290	2740	2580	2430	2280

WEIGHT = 8000 POUNDS					
VREF = 93 KIAS			VAPP = 98 KIAS		
TEMP DEG C	TAILWIND 10 KTS	ZERO WIND	HEADWINDS		
			10 KTS	20 KTS	30 KTS
-25	2800	2260	2110	1960	1820
-20	2820	2280	2130	1980	1840
-15	2840	2310	2150	2000	1860
-10	2860	2330	2170	2020	1880
-5	2890	2350	2200	2050	1900
0	2910	2370	2220	2070	1920
5	2930	2400	2240	2090	1950
10	2960	2420	2260	2110	1970
15	2980	2440	2290	2140	1990
20	3000	2460	2310	2160	2010
25	3030	2490	2330	2180	2040
30	3050	2510	2360	2210	2060
35	3080	2540	2380	2230	2080
40	3100	2560	2400	2250	2110
45	3130	2590	2430	2280	2130
50	3150	2610	2450	2300	2150

TO OBTAIN LANDING DISTANCE WITH NEGATIVE (DOWNHILL) RUNWAY GRADIENT, REFER TO LANDING PROCEDURES.

Figure 4-47 (Sheet 6)

LANDING DISTANCE - FEET

FLAPS - LAND

Airspeed - V_{REF}

GROUND FLAPS - AFTER TOUCHDOWN

DRY RUNWAY THRUST ATTENUATORS- AUTO	ADVERSE RUNWAY CONDITIONS (THRUST ATTENUATORS - AUTO, V_{REF} , WITHOUT TAILWINDS, 50 FT SCREEN HEIGHT)														
	WET RUNWAY	WATER COVERED RUNWAY - INCHES					SLUSH COVERED RUNWAY - INCHES					SNOW INCHES		COMPACT SNOW	WET ICE
		0.125	0.2	0.3	0.4	0.5	0.125	0.2	0.3	0.4	0.5	1.0	2.0		
1800	2550	3700	3500	3300	3150	3000	5200	4950	4650	4400	4150	5050	4500	2500	7550
2000	2900	4250	4050	3800	3550	3350	6650	6200	5700	5400	4950	6300	5550	2800	8750
2200	3250	4850	4550	4250	4000	3750	6950	6500	6100	5700	5500	6800	6000	3050	10350
2400	3550	5300	4950	4600	4300	4050	7150	6650	6200	5900	5700	7000	6200	3300	12250
2600	3800	5600	5250	4900	4600	4350	7250	6750	6300	6000	5900	7100	6300	3550	14550
2800	4050	5900	5550	5200	4900	4650	7300	6800	6350	6100	6050	7250	6400	3800	15300
3000	4350	6250	5950	5500	5250	4950	7450	6900	6450	6200	6150	7300	6500	4050	
3200	4650	6650	6300	5900	5550	5250	7500	7000	6550	6350	6300	7400	6550	4300	
3400	4900	7050	6650	6250	5900	5600	7650	7100	6750	6500	6400	7500	6650	4550	
3600	5200	7500	7100	6650	6250	5950	7850	7350	7000	6700	6550	7600	6700	4850	
3800	5500	7950	7500	7000	6600	6300	8100	7700	7200	6900	6700	7750	6850	5100	
4000	5800	8400	7950	7450	7000	6650	8500	8050	7500	7100	6850	7850	6950	5350	
4200	6100	8850	8350	7850	7400	7050	8900	8450	7850	7400	7050	8000	7150	5600	
4400	6350	9250	8750	8200	7750	7400	9300	8850	8250	7750	7350	8200	7300	5900	
4600	6650	9750	9200	8650	8150	7750	9700	9150	8600	8050	7700	8450	7500	6200	
4800	6950	10150	9650	9050	8550	8150	10050	9550	8900	8400	8000	8650	7650	6400	
5000	7250	10650	10100	9450	8950	8550	10450	9900	9250	8750	8300	8850	7800	6650	
5200	7550	11050	10500	9900	9400	8950	10850	10200	9600	9050	8650	9100	7950	6950	
5400	7850	11500	10950	10300	9800	9350	11250	10550	9950	9400	9000	9300	8150	7200	
5600	8150	11950	11400	10700	10200	9700	11700	11000	10300	9750	9300	9550	8350	7450	
5800	8450	12400	11800	11150	10600	10100	12050	11400	10700	10100	9650	9750	8500	7700	
6000	8750	12850	12250	11550	11000	10500	12450	11750	11050	10450	10000	10000	8700	7950	
6200	9050	13300	12650	11950	11400	10900	12850	12150	11400	10800	10300	10200	8900	8200	
6400	9300	13750	13100	12400	11800	11300	13200	12500	11750	11150	10650	10400	9050	8450	
6600	9600	14200	13550	12800	12200	11650	13500	12850	12100	11500	11000	10600	9250	8700	
6800	9900	14650	13950	13250	12550	12050	13900	13200	12450	11850	11300	10850	9450	8950	
7000	10200	15050	14400	13650	13000	12450	14250	13600	12800	12200	11650	11050	9600	9200	
7200	10500		14800	14050	13400	12850	14650	13950	13200	12550	12000	11300	9800	9500	
7400	10800		15200	14500	13800	13250	15050	14300	13550	12900	12300	11500	10000	9750	
7600	11100			14900	14200	13650		14700	13900	13250	12650	11700	10150	10000	
7800	11400				15300	14600	14000		15050	14250	13550	13000	11950	10350	10250
8000	11700					15000	14400			14600	13900	13300	12150	10550	10500
8500	12450					15400				15500	14800	14150	12700	11000	11150
9000	13150										15650	15000	13250	11450	11750
9500	13900											15800	13850	11900	12400
10000	14650												14400	12350	13050
11000	16150												15500	13300	14300
12000														14200	15600

NOTE

The published limiting maximum tailwind component for this airplane is 10 knots; however, Cessna does not recommend landings on precipitation-covered runways with any tailwind component. If a tailwind landing cannot be avoided, multiply the above data by the following factor:

	WET RUNWAY	WATER COVERED RUNWAY - INCHES					SLUSH COVERED RUNWAY - INCHES					SNOW INCHES		COMPACT SNOW	WET ICE
		0.125	0.2	0.3	0.4	0.5	0.125	0.2	0.3	0.4	0.5	1.0	2.0		
TAILWIND FACTOR	1.05	1.15	1.12	1.09	1.07	1.06	1.57	1.52	1.45	1.37	1.27	1.48	1.39	1.04	*

* Landings with any tailwind should not be attempted on wet ice.

 Figure 7-11