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Flight Standardization Board Report

Revision: 3
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Manufacturer Textron Aviation, Inc.

Type Certificate Data Sheet (TCDS)	TCDS Identifier	Marketing Name	Pilot Type Rating
T00015WI	700 (#0001 and on)	Longitude	CE-700

Approved by the Aircraft Evaluation Division

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1. RECORD OF REVISIONS

Revision Number	Section(s)	Date
Original	All	02/13/2019
1	All	03/31/2021
2	2, 3, 4, 5, 7, 9, 10, 11, 12, 13, Appendices 4, 5, 6, 7	10/05/2023
3	2, 3, 4, 5, 6, 7, 9, Appendices 5, 6, and 8	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 Appendix 8, Steep Approach. This revision also makes minor editorial changes throughout document.

4. BACKGROUND

The General Aviation Branch formed a Flight Standardization Board (FSB) that evaluated the Textron Aviation Model 700 (CE-700) as defined in FAA Type Certificate Data Sheet (TCDS) No. T00015WI. The evaluation was conducted using the methods described in FAA Advisory Circular (AC) 120-53C, Flight Standardization Board Evaluations.

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-700 Longitude aircraft.

5. ACRONYMS

- 14 CFR Title 14 of the Code of Federal Regulations
- AC Advisory Circular
- ACFT Aircraft

•	ACS	Airman Certification Standards
•	AED	Aircraft Evaluation Division
•	AEO	All-Engines-Operating
•	AFM	Airplane Flight Manual
•	ATP	Airline Transport Pilot
•	AV	Audiovisual Presentation
•	CPT	Cockpit Procedures Trainer
•	CRM	Crew Resource Management
•	DA	Decision Altitude
•	DCLTR	Declutter Button Label
•	ECL	Electronic Checklist
•	EFB	Electronic Flight Bag
•	EFVS	Enhanced Flight Vision System
•	EGLC	London City Airport
•	FAA	Federal Aviation Administration
•	FFS	Full Flight Simulator
•	FMS	Flight Management System
•	FPM	Flight Path Marker
•	FPPD	Flight Path Flight Director
•	FPARC	Flight Path Angle Reference Cue
•	FSB	Flight Standardization Board
•	FSBR	Flight Standardization Board Report
•	FSI	FlightSafety International
•	FSTD	Flight Simulation Training Device
•	FTD	Flight Training Device
•	GHD	Garmin Head-Up Display
•	GTC	Glass Touchscreen Controller
•	HO	Handout
•	HUD	Head-Up Display
•	ICBI	Interactive Computer-Based Instruction
•	IGS	Instrument Guidance System
•	IMC	Instrument Meteorological Conditions
•	LPV	Localizer Performance with Vertical Guidance
•	MDR	Master Differences Requirements
•	METAR	Aviation Routine Weather Report
•	MFF	Mixed Fleet Flying
•	NAS	National Airspace System
•	OEI	One-Engine-Inoperative
•	PF	Pilot Flying
•	PI	Principal Inspector
•	PIC	Pilot in Command
•	PM	Pilot Monitoring
•	PTT	Part Task Trainer
•	RA	Resolution Advisory

- RNP AR Required Navigational Performance Authorization Required
- SIC Second In Command
- SID Standard Instrument Departure
- SAL Steep Approach and Landing
- SU Stand-Up Instruction
- TAF Terminal Area Forecast
- 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
- VMC Visual Meteorological Conditions
- V_{REF} Reference Landing Speed
- XM Satellite Radio

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 Aviation Model 700 aircraft type rating designation is CE-700.
- 7.2 Common Type Ratings.** Not applicable.
- 7.3 Military Equivalent Designations.** Military aircraft that qualify for the CE-700 type rating can be found on the 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/>.

8. RELATED AIRCRAFT

- 8.1 Related Aircraft on Same TCDS.** Not applicable.
- 8.2 Related Aircraft on Different TCDS.** Not applicable.

9. PILOT TRAINING

- 9.1 Airman Experience.** Airmen receiving CE-700 initial type training will benefit from prior experience operating multiengine transport turbojet aircraft, new generation avionics, high altitude operations, autothrottles, Flight Management System (FMS), and HUD experience. Pilots without this experience may require additional training.
- 9.2 Special Emphasis Areas.**
- 9.2.1 Pilots must receive special emphasis on the following areas during initial ground training:
- a) Use of automation/flight guidance management to include autothrottles.

b) HUD (when installed). See Appendix 4, Head-Up Display.

9.2.2 Pilots must receive special emphasis on, and perform the following areas during initial flight training:

a) Two-engine missed approaches and rejected landings. Automation/flight guidance management and use of autothrottles are critical when executing missed approaches or rejected landings with both engines operational to ensure aircraft speed does not exceed 14 CFR limits.

b) HUD (when installed). See Appendix 4.

9.3 Specific Flight Characteristics. Maneuvers or procedures required to be checked as referenced in the Airline Transport Pilot (ATP) and Type Rating for Airplane Category Airman Certification Standards (ACS) (FAA-S-ACS-11). There are no specific flight characteristics.

9.4 Seat-Dependent Tasks. Pilots must receive training in the seat-dependent task of:

- a) Nosewheel steering (left seat) for initial, transition, upgrade, and recurrent training.
- b) HUD (when installed). See Appendix 4.

9.5 Regulatory Training Requirements Which Are Not Applicable to the Textron Aviation Model 700.

9.5.1 Title 14 CFR Part 135, § 135.345(b)(3):

a) Pilots: Initial, Transition, and Upgrade Ground Training: Propellers.

9.6 FSTDs. There are no specific systems, procedures, or maneuvers that are unique to the Textron Aviation Model 700 that require a specific FSTD for training.

9.7 Training Equipment. There are no specific systems or procedures that are unique to the Textron Aviation Model 700 that require specific training equipment.

9.8 Differences Training Between Related Aircraft. Not applicable.

10. PILOT CHECKING

10.1 Landing From a No-Flap or Nonstandard Flap Approach. The probability of flap extension failure on the Textron Aviation Model 700 is not extremely remote due to system design. Therefore, demonstration of a no-flap approach and landing during pilot certification is required. During a 14 CFR § 61.58 proficiency check, § 91.1065 competency check, or § 135.293 competency check, this task may be required. Refer to FAA Order 8900.1, Volume 5, Airman Certification, when the test or check is conducted in an aircraft versus a full flight simulator (FFS).

10.2 Specific Flight Characteristics. Maneuvers or procedures required to be checked as referenced in the ATP and Type Rating for Airplane ACS. There are no specific flight characteristics.

10.3 Seat-Dependent Tasks. Pilots must be checked in the seat-dependent tasks:

- a) Nosewheel steering (left seat) for initial, transition, upgrade, differences, and recurrent checking.
- b) HUD (when installed). See Appendix 4, Head-Up Display.

10.4 Other Checking Items. Not applicable.

10.5 FSTDs. HUD must be checked in a Level C or D FFS in both day and night conditions. Additional information and requirements are in Appendix 4, Head-Up Display.

10.6 Equipment. There are no specific systems or procedures that are unique to the Textron Aviation Model 700 that require specific equipment.

10.7 Differences Checking Between Related Aircraft. Not applicable.

11. PILOT CURRENCY

There are no additional currency requirements for the Textron Aviation Model 700 other than those already specified in 14 CFR parts 61, 91, and 135.

HUD Approaches. See Appendix 4, Head-Up Display.

11.1 Differences Currency Between Related Aircraft. Not applicable.

12. OPERATIONAL SUITABILITY

The Textron Aviation Model 700 is operationally suitable for operations under 14 CFR parts 91 and 135. The list of operating rules evaluated is on file at the AED General Aviation Branch.

13. MISCELLANEOUS

13.1 Forward Observer Seat. Textron Aviation Model 700 aircraft that have the optional dedicated observer seat meet the requirements of 14 CFR § 135.75(b) and have no restrictions on the type of pilot check conducted from the seat. The Textron Aviation Model 700 forward, side-facing passenger seats have been evaluated and determined to meet requirements of 14 CFR § 135.75(b) in accordance with the table below with the following limitations:

- a) Observer must be supplied with and use a headset with a boom microphone for three-way crew communications.

- b) Outside view limitations are mitigated by use of Traffic Alert and Collision Avoidance System (TCAS), Garmin SafeTaxi, or Garmin SurfaceWatch, if installed.

TYPE OF CHECK	SINGLE SEAT	DUAL SEAT
§ 135.299, § 135.339	YES	YES
§ 135.293/297	YES	NO
ATP/TYPE RATING	YES	NO
COCKPIT ENROUTE INSPECTION	YES	YES
PROVING/VALIDATION TEST	YES	YES

13.2 Aircraft Approach Category. Refer to 14 CFR part 97, § 97.3. The Textron Aviation Model 700 is considered a Category C aircraft for the purposes of determining normal “straight-in” landing weather minima. This is based on the maximum certificated landing weight reference landing speed (V_{REF}) for flaps “Full.”

13.3 Normal Landing Flaps. The Textron Aviation Model 700 normal “final flap setting” per 14 CFR § 91.126(c) are flaps “Full.”

APPENDIX 1. DIFFERENCES LEGEND

Training Differences Legend

Differences Level	Type	Training Method Examples	Conditions
A	Self-Instruction	<ul style="list-style-type: none"> • Operating manual revision (handout (HO)) • Flightcrew operating bulletin (HO) 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Audiovisual presentation (AV) • Tutorial computer-based instruction (TCBI) • Stand-up instruction (SU) 	<ul style="list-style-type: none"> • Systems are functionally similar. • Crew understanding required. • Issues need emphasis. • Standard methods of presentation required.
C	Systems Devices	<ul style="list-style-type: none"> • 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) 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Level 6 or 7 flight training device (FTD 6-7) • Level A or B full flight simulator (FFS A-B) 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Level C or D full flight simulator (FFS C-D) • Aircraft (ACFT) 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Oral or written exam • Tutorial computer-based instruction (TCBI) self-test 	Individual systems or related groups of systems.
C	<ul style="list-style-type: none"> • 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) 	<ul style="list-style-type: none"> • Checking can only be accomplished using systems devices. • Checking objectives focus on mastering individual systems, procedures, or tasks.
D	<ul style="list-style-type: none"> • Level 6 or 7 flight training device (FTD 6-7) • Level A or B full flight simulator (FFS A-B) 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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

Not Applicable.

APPENDIX 3. DIFFERENCES TABLES

Not Applicable.

APPENDIX 4. HEAD-UP DISPLAY (HUD)

1. OPERATIONAL SUITABILITY

The Garmin Head-Up Display (GHD) 2100 HUD installed on the Textron Aviation Model 700 is operationally suitable for use during all phases of flight, with day, night, visual meteorological conditions (VMC), and instrument meteorological conditions (IMC) conditions.

2. PREREQUISITE FOR HUD TRAINING

HUD training and checking may be integrated with initial or recurrent training on the Textron Aviation Model 700 or may be conducted separately.

3. INITIAL GROUND TRAINING

3.1 Initial HUD ground training should include the following elements:

- c) Deploying and stowing the HUD combiner and positioning of the pilot to view the HUD image.
- d) Use of the HUD control panel, Glass Touchscreen Controller (GTC) controls, and control wheel HUD Declutter (DCLTR) button, to control all HUD features.
- e) HUD basic symbology and indications.
- f) HUD Vision modes.
- g) Use of the Flight Path Marker (FPM), acceleration cue, and speed cue.
- h) Use of the Flight Path Flight Director (FPFD).
- i) HUD limitations and procedures (normal and emergency/abnormal).
- j) Use of the HUD during each flight phase.
- k) Crew coordination.
- l) Crew briefings and callouts.
- m) Duties of pilot flying (PF) and pilot monitoring (PM).

4. INITIAL FLIGHT TRAINING

4.1 Flight crewmember training must be accomplished using a Textron Aviation Model 700 Level C FFS with a daylight visual display, a Textron Aviation Model 700 Level D FFS, or a HUD-equipped Textron Aviation Model 700 aircraft.

4.2 Initial HUD flight training should include the following elements:

4.2.1 Ground Operations: Deploying and stowing the HUD combiner and positioning of the pilot to view the HUD image.

4.2.2 Airwork:

- a) Straight and level flight, accelerations, and decelerations, including use of the FPM acceleration cue and the speed cue.

- b) Wind effects on the FPM.
- c) Use of the FPM caged mode.
- d) Normal and steep turns, with emphasis on using the FPM when non-conformal.
- e) Climbs and descents.
- f) Stall prevention and recovery.
- g) Recovery from unusual attitudes, to include the use of roll arrow.
- h) Use of the FPF D.

4.2.3 Takeoffs, Visual Approaches, and Landings:

- a) Low visibility takeoff.
- b) Crosswind takeoff.
- c) Engine failure on takeoff, including use of the FPM to meet climb gradient.
- d) Crosswind landing.
- e) One Engine inoperative (OEI) landing.
- f) One Engine inoperative go-around.
- g) Visual approach to a runway with minimal lighting (“black hole” approach), and use of the FPM and Flight Path Angle Reference Cue (FPARC) to achieve the desired approach angle.
- h) Use of the HUD DCLTR Button to clear the HUD Vision image.

4.2.4 Instrument Approaches:

- a) Precision and non-precision approaches to minimums.
- b) One engine inoperative approach.

4.2.5 Abnormal/Emergency Procedures:

- a) Windshear alert and escape, including use of Pitch Limit indicator during the maneuver.
- b) TAWS alert and escape.
- c) TCAS Resolution advisory.

- d) HUD component failures and effect on crew coordination and workload.

5. INITIAL PILOT CHECKING

- 5.1** Upon completion of training, a pilot in command (PIC) must be certified proficient by an instructor, check pilot, or evaluator. Proficiency certification can be conducted in a Textron Aviation Model 700 Level C FFS with a daylight visual display or Textron Aviation Model 700 Level D FFS, or a HUD-equipped Textron Aviation Model 700 aircraft.
- 5.2** Maneuvers used to certify HUD proficiency must include at least the following tasks:
 - a) One takeoff.
 - b) One departure procedure.
 - c) One instrument approach.
 - d) One landing.
 - e) One missed approach.
- 5.3** Second in commands (SIC) should be checked on PM duties during HUD approaches and emergencies.

6. RECURRENT TRAINING AND CHECKING REQUIREMENTS

- 6.1** Selected HUD related ground training topics should be reviewed during Textron Aviation Model 700 recurrent training session.
- 6.2** The recurrent PIC flight training for the HUD should include the following tasks at a minimum:
 - a) Stall prevention and recovery.
 - b) Recovery from unusual attitudes.
 - c) Engine failure on takeoff
 - d) Precision and non-precision approaches to minimums.
 - e) Missed approach.
 - f) Selected Emergency/Abnormal procedures (e.g., approach and landing with one engine inoperative, TCAS Resolution Advisory (RA), Terrain Awareness and Warning System (TAWS) escape).
- 6.3** The recurrent SIC flight training should include Crew Resource Management (CRM) responsibilities and procedures as the PM when the PF is conducting HUD operations.
- 6.4** At least annually, or in conjunction with a PIC proficiency check required by 14 CFR parts 61, 91K, 135 or 121, a PIC must demonstrate proficiency using the Textron Aviation Model 700 HUD system. The recurrent PIC proficiency check for the HUD should include the tasks in paragraph 5 at a minimum.
- 6.5** SIC pilots should be evaluated on CRM responsibilities and procedures as the PM when the PF is conducting HUD operations.

APPENDIX 5. ELECTRONIC DISPLAY OF AERONAUTICAL CHARTS, CHECKLISTS, AND WEATHER

1. Purpose and Applicability. The following is provided for the benefit of FAA principal inspectors (PI) and aircraft operators for their use in determining the acceptance of Electronic Flight Bag (EFB) applications. The Garmin G5000 was evaluated using the current edition of AC 120-76, Authorization for Use of Electronic Flight Bags.

2. Suitability Determination. The Garmin G5000 is operationally suitable for:

- Electronic display of aeronautical charts.
- Electronic checklist (ECL) display.
- Weather and aeronautical information.

The evaluation determined chart display functions to be suitable as one source for electronic display of airport diagrams, approach plates, arrival procedures, and departure procedures. Since chart information cannot be displayed in the event of certain avionics failures, a suitable secondary source is required to be available to the flightcrew.

3. Description. The Garmin G5000 includes “FliteChart” and optional “ChartView” electronic charts. A specific system description for the system configuration appropriate to the installation is available in the approved Airplane Flight Manual (AFM), and Garmin G5000 Integrated Avionics System Pilot’s Guide Cessna Citation Longitude (Textron Aviation Model 700 #0001 and On).

4. Specifications for Training. As a minimum, training should include use of the FMS to flight plan and use of the electronic chart functions to display the airport depiction charts, Standard Instrument Departures (SID), arrival procedures, and approach charts. Pilots should master the weather functions to obtain Aviation Routine Weather Reports (METAR) and Terminal Area Forecasts (TAF) for origin, destination, and alternate airports, if satellite radio (XM) weather functions are enabled.

5. Specification for Checking. Recommended tasks include demonstrating competency in using the FMS to integrate use of the electronic chart functions to display departures, arrivals, and approaches; and utilizing the graphical weather functions, if XM weather functions are enabled.

APPENDIX 6. ENHANCED FLIGHT VISION SYSTEM (EFVS) OPERATIONS

Refer to 14 CFR part 61, § 61.66 and the current edition of AC 90-106, Enhanced Flight Vision Systems Operations, for training, recent flight experience, and proficiency requirements for EFVS operations. Refer to the current edition of AC 90-106 and 14 CFR part 91, § 91.1065(g) or part 135 § 135.293(i) as applicable for EFVS task requirements during 14 CFR part 91 subpart K (part 91K) or part 135 competency checks.

The FSB has determined that EFVS installed on the Textron Aviation Model 700 (Garmin HUD + Universal Avionics EVS-5000 sensor) is operationally suitable for use during EFVS operations under 14 CFR § 91.176(a) or (b).

APPENDIX 7. REQUIRED NAVIGATIONAL PERFORMANCE AUTHORIZATION REQUIRED (RNP AR) OPERATIONS

Refer to the current edition of AC 90-101, Approval Guidance for RNP Procedures with AR, for training, recent flight experience, and proficiency requirements for RNP AR operations.

The FSB has determined that the Garmin RNP AR system installed on the Textron Aviation Model 700 is operationally suitable for use. An operational suitability determination does not constitute an operational authorization.

APPENDIX 8. 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-700 Longitude aircraft.
- 1.2 Training.** The FSB completed academic and flight training at the FlightSafety International (FSI) Tampa Learning Center in Lutz, Florida.
- 1.3 Definition.** Steep approach landing operations in the CE-700 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. The CE-700 FFS at FSI Tampa was evaluated following the steep approach evaluation in the airplane and the FSB found it to be suitable for steep approach operations training.
- 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 bailed landing procedure. Although steep approach landing operations in the CE-700 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-700 Longitude is “CE-700” 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-700 aircraft. Level E training is defined in Appendix 1. 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-700 under 14 CFR part 61, § 61.55, part 91 subpart K (part 91K), 121, 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 bailed 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-700 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.

6. OPERATIONAL APPROVAL

This Flight Standardization Board Report (FSBR) does not constitute operational approval for the execution of steep approach operations in the CE-700. Additionally, it is common that individual airport authorities have training and documentation requirements specific to their airfields with regard to steep approaches.