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Flight Standardization Board Report

Revision: 1
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Manufacturer
Polskie Zakłady Lotnicze Sp. z o.o. (PZL)

Type Certificate Data Sheet (TCDS)	TCDS Identifier	Marketing Name	Pilot Type Rating
A56CE	PZL M28 05	PZL M28 Sky Truck	PZL-M28

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1. RECORD OF REVISIONS

Revision Number	Section(s)	Date
Original	ALL	03/09/2006
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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) Flight crew 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 flight crewmember training, checking and currency.

3. HIGHLIGHTS OF CHANGE

The purpose of this revision is to identify the training, checking and currency requirements of the PZL M28 05 aircraft equipped with the new functionality of flight into known icing (FIKI), Air Ambulance configuration and upgraded avionics in accordance with the current edition of FAA Advisory Circular (AC) 120-53, Guidance for Conducting and Use of Flight Standardization Board Evaluations, and a Flight Standardization Board (FSB). This revision converts this document to the new Flight Standardization Board Report (FSBR) format and complies with Section 508. Change bars are not included in this document because the entire report is revised and updated.

4. BACKGROUND

The initial FSB evaluation on the PZL M28 05 as defined in FAA Type Certificate Data Sheet (TCDS) No. A56CE was conducted from January 25 to February 6, 2005, out of Naples Municipal Airport (KAPF), FL. The airplane (Serial No. AJE00305) used during the FSB was configured as a “Green” aircraft in accordance with Airplane Flight Manual Supplement (AFMS) No. 9.80 for the ferry flight to the United States from Poland. It was equipped with the King “Silver Crown” series radio/navigation suite and there was no flight director or autopilot system installed. Although the PZL M28 05 was found to be operationally suitable, no other aircraft were produced with the same avionics configuration.

From May 28 to June 05, 2025, an FSB and Operational Suitability Evaluation was conducted out of Mielec Airport (EPML), Poland on the following PZL M28 05 aircraft configuration upgrades:

- **AJE00353** with FIKI: Equipped with Garmin G700 TXi, GTN 650XI #1 & #2, KFC 325 autopilot, GTX-3000 (EHS/ADS-B OUT) transponder, TCAS II CAS-100B (7.1), GTN 650Xi (TAWS A) and a GI 275. In addition, this model was evaluated in its optional Air Ambulance configuration.

- **AJE00344**: Equipped with EFIS EFS50 #1 & #2, GTN 650 #1 & #2, MFD EX600, KFC 325 autopilot, GTX-3000 (EHS/ADS-B OUT) transponder, TCAS II CAS-100B (7.1), and EGPWS Mk.VI

It was determined that these aircraft configurations meet Operational Suitability requirements for 14 CFR parts 91 and 135 Flight Operations in the U.S. National Airspace System (NAS).

5. ACRONYMS

- 14 CFR Title 14 of the Code of Federal Regulations
- AC Advisory Circular
- ACS Airman Certification Standards
- ACFT Aircraft
- ADC Air-Data Computer
- ADI Attitude Direction Indicator
- ADS-B Automatic Dependent Surveillance-Broadcast
- AED Aircraft Evaluation Division
- AEG Aircraft Evaluation Group (historical)
- AFM Airplane Flight Manual
- AHRS Attitude and Heading Reference System
- APM Aircrew Program Manager
- AOA Angle of Attack
- ATP Airline Transport Pilot
- AV Audiovisual Presentation
- COM Communications
- CPT Cockpit Procedures Trainer
- EFI Electronic Flight Instrument
- EFIS Electronic Flight Instrument System
- EHS Enhanced Surveillance
- EGPWS Enhanced Ground Proximity Warning System
- FAA Federal Aviation Administration
- FFS Full Flight Simulator
- FIKI Flight Into Known Icing
- FLC Flight Level Change
- FSB Flight Standardization Board
- FSBR Flight Standardization Board Report

- FSTD Flight Simulation Training Device
- FTD Flight Training Device
- GCU Garmin Control Unit
- GPS Global Positioning System
- GTN Garmin Touchscreen Navigator
- GTX Garmin Transponder
- HO Handout
- HSI Horizontal Situation Indicator
- ICBI Interactive Computer-Based Instruction
- MDR Master Differences Requirements
- MFD Multifunction Display
- MFF Mixed Fleet Flying
- NAS National Airspace System
- NAV Navigation
- PFD Primary Flight Display
- PTT Part Task Trainer
- PZL Polskie Zaklady Lotnicze
- STC Supplemental Type Certificate
- SU Stand-Up Instruction
- 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
- VHF Very High Frequency

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 flight crew 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 flight crewmember 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 flight crew 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 flight crewmember 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 PZL M28 05 type rating designation is “PZL-M28”.

7.2 Common Type Ratings. Not applicable.

7.3 Military Equivalent Designations. Military aircraft that qualify for the PZL-M28 type rating can be found at www.faa.gov under “Pilots and Airmen,” “Airmen Certification,” “Quick Links,” “Pilot Certificate Aircraft Type Designations.” This webpage is kept up-to-date and can be found at: https://registry.faa.gov/typeratings/.

8. RELATED AIRCRAFT

8.1 Related Aircraft on Same TCDS.

- AJE00305.
- AJE00344.
- AJE00353.

8.2 Related Aircraft on Different TCDS. Not applicable.

9. PILOT TRAINING

9.1 Airman Experience.

Airman receiving initial training in the PZL M28 05 should have previous experience in multiengine turbo-propeller powered airplanes, including various avionics and navigation system experience comparable to the related aircraft configuration. Pilots without this experience may require additional training.

There are no additional airman experience requirements for the PZL M28 05 other than those already specified in 14 CFR parts 61 and 135.

9.2 Special Emphasis Areas.

9.2.1 Pilots must receive special emphasis on the following areas during ground training:

a) Spoilers. The PZL M28 05 is equipped with an automatic function that extends spoilers in the event of an engine failure on takeoff.

b) [AJE00353 only] Autopilot flight control modes to include the inability of the KFC325 to capture the selectable airspeed bug on the G700 TXi.

c) Rear Entrance Door. For aircraft configured for cargo operations, training should be provided for the operation of the cargo hoist and other equipment. If the aircraft has approval for parachuting operations, training should be provided on system control, special equipment, normal procedures and emergency procedures.

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

a) Spoilers. The PZL M28 05 is equipped with an automatic function that will extend spoilers in the event of an engine failure during takeoff.

b) [AJE00353 only] Autopilot flight control modes to include the inability of the KFC325 to capture the selectable airspeed bug on the G700 TXi. In addition, the G700 TXi flight level change (FLC) function does not fully integrate with the current autopilot installation.

c) If the aircraft will be operated on unimproved landing areas, the flight crew should receive additional training appropriate to that environment.

9.3 Specific Flight Characteristics. There are no specific flight characteristics.

9.4 Seat-Dependent Tasks. Pilots must receive initial, upgrade, transition and differences training as applicable in these seat-dependent tasks:

a) Nose-wheel steering (left seat).
b) Anti-ice and deice systems (right seat).
c) Environmental controls (right seat).
d) Fire Protection (left seat).
e) Electrical system abnormal procedures (right seat).
f) Parking Brake procedures (left seat).
g) Emergency evacuation using right-hand emergency exit door (right seat).

9.5 Regulatory Training Requirements Which Are Not Applicable to the PZL M28 05.

9.5.1 Title 14 CFR § 135.331(b)(3)(i) – Rapid Decompression.

9.5.2 Title 14 CFR § 91.1083(b)(3)(i) – Rapid Decompression.

9.6 Flight Simulation Training Devices (FSTD). There are no specific systems, procedures, or maneuvers that are unique to the PZL M28 05 that require a specific FSTD for training.

9.7 Training Equipment. There are no specific systems or procedures that are unique to the PZL M28 05 that require specific training equipment.

9.8 Differences Training Between Related Aircraft. Differences training requirements between the base model and related models are specified in Appendices 2 and 3.

10. PILOT CHECKING

10.1 Landing from a No-Flap or Nonstandard Flap Approach. The probability of flap extension failure on the PZL M28 05 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 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. Pilots must be checked in the oral or practical test as appropriate in these seat-dependent tasks:

a) Nose-wheel steering (left seat).
b) Anti-ice and deice systems (right seat).
c) Environmental controls (right seat).
d) Fire Protection (left seat).
e) Electrical system abnormal procedures (right seat).
f) Parking Brake procedures (left seat).
g) Emergency evacuation using right-hand emergency exit door (right seat).

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 PZL M28 05 that require a specific FSTD for checking.

10.6 Equipment. There are no specific systems or procedures that are unique to the PZL M28 05 that require specific equipment.

10.7 Differences Checking Between Related Aircraft. Differences checking requirements between models are specified in Appendices 2 and 3.

11. PILOT CURRENCY

There are no additional currency requirements for the PZL M28 05 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 PZL M28 05 is operationally suitable for operations under 14 CFR parts 91 and 135. The FSB determined operational compliance by conducting an evaluation of the PZL M28 05 aircraft. The list of operating rules evaluated is on file with the AED General Aviation Branch.

13. MISCELLANEOUS

13.1 Forward Observer Seat. The PZL M28 05 forward observer seat, as installed by TC-A56CE, has been evaluated and determined to meet requirements of 14 CFR § 135.75(b). Observer must be supplied a headset with boom microphone for three-way crew communications.

13.2 Aircraft Approach Category. The PZL M28 05 is considered a Category B aircraft for the purposes of determining the appropriate instrument approach procedure category in accordance with 14 CFR § 97.3.

13.3 Normal Landing Flaps. The PZL M28 05 normal “final flap setting” per 14 CFR § 91.126(c) is 40°. The final flap setting while in or exiting icing conditions is 15°.

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 →	AJE00305	AJE00344	AJE00353
AJE00305		Not applicable	Not evaluated	Not evaluated
AJE00344		Not evaluated	Not applicable	C/C
AJE00353		Not evaluated	C/C	Not applicable

AIRCRAFT LISTING AND EQUIPMENT

AJE00305 (Green Aircraft Configuration): ADI: ATM1200-FS (15D) (dual), HSI: KCS55A with KI525A (pilot only), Nav/Com: KX165A (dual) with KI206, KFC 325 autopilot, KT76A with KEA130 Encoding Altimeter.

AJE00344: EFIS EFS50 #1 & #2, GTN 650 #1 & #2, MFD EX600, KFC 325 autopilot, GTX-3000 (EHS/ADS-B OUT) transponder, TCAS II CAS-100B (7.1), EGPWS Mk.VI.

AJE00353: G700 TXi, GTN 650XI #1 & #2, KFC 325 autopilot, GTX-3000 (EHS/ADS-B OUT) transponder, TCAS II CAS-100B (7.1), GTN 650Xi (TAWS A), GI 275.

APPENDIX 3. AIRCRAFT DIFFERENCES TABLE

This Design Differences Table from the PZL M28 05 AJE00344 to the PZL M28 05 AJE00353 was proposed by Polskie Zakłady Lotnicze Sp. z o.o. and validated by the FSB on May 28, 2025 to June 5, 2025. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: AJE00344 TO RELATED AIRCRAFT: AJE00353	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Instrument Panel Layout	Bendix/King EFIS 50 replaced by Garmin G700 TXi 10" Touchscreen PFD.	No	Yes	C	C
	Instrument Panel Layout	EX600 MFD display replaced by Garmin G700 TXi 10" Touchscreen PFD.	No	Yes	C	C
	Instrument Panel Layout	Garmin G700 TXi 10" Touchscreen PFD displays configured in a 40% MFD/60% PFD ratio.	No	Yes	C	C
	Instrument Panel Layout	PFD Control panels GCU 485 added for pilots.	No	Yes	C	C
	Instrument Panel Layout	Instead of Artificial Horizon 4300-611 added Garmin GI 275 EFI.	No	Yes	C	C
	Instrument Panel Layout	Removed variometer TCAS IV 81D - TCAS display on 10" PFD.	No	Yes	C	C
	Instrument Panel Layout	2 x Turn & Bank indicators replaced by: 1 x Inclinometer on central cockpit panel.	No	Yes	C	C
	ATA 22 Autoflight	Single AHRS LCR-100 used only for autopilot system.	No	Yes	B	A

FROM BASE AIRCRAFT: AJE00344 TO RELATED AIRCRAFT: AJE00353	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 23 Communications	VHF #1 and #2 GTN 650 replaced by GTN 650Xi (COM/NAV/GPS) Communication System.	No	Yes	B	A
	ATA 34 Navigation	2 x AHRS platforms LCR-100 replaced by 2 x AHRS GRS 7800.	No	No	B	A
	ATA 34 Navigation	#1 and #2 GTN 650 replaced by GTN 650Xi (COM/NAV/GPS) System.	No	Yes	B	B
	ATA 34 Navigation	Instead of Artificial horizon 4300-611 added Garmin GI 275 EFI.	No	Yes	C	C
	ATA 34 Navigation	2 x KDC 482 ADCs replaced by GDC7400 ADC.	No	Yes	B	A
	ATA 34 Navigation	EGPWS Mk.VI replaced by TAWS Class A included in GTN 650Xi.	No	Yes	C	C
	ATA 34 Navigation	Display of weather radar RDR 2000 on EX600 MFD replaced by display on Garmin G700 TXi 10” Touchscreen PFD.	No	Yes	C	C

This Maneuver Differences Table from the PZL M28 05 AJE00344 to the PZL M28 05 AJE00353 was proposed by Polskie Zakłady Lotnicze Sp. z o.o. and validated by the FSB on May 28, 2025 to June 5, 2025. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCAFT: AJE00344 **TO RELATED AIRCRAFT: AJE00353**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Preflight	Capability to enter a flight plan from a mobile phone via Bluetooth and Wi-Fi signals by Flight Stream 510 (ON GROUND ONLY).	No	Yes	C	C
	Instrument Approaches	Bendix/King EFIS 50 and MFD EX600 replaced by Garmin G700 TXi 10” Touchscreen PFD.	No	Yes	C	C
	Normal Procedures	Normal procedures were revised.	No	Yes	C	C
	Abnormal Procedures	Abnormal procedures were revised.	No	Yes	C	C
	Emergency Procedures	Emergency procedures were revised.	No	Yes	C	C
	In-Flight Maneuvers	Bendix/King EFIS 50 and MFD EX600 replaced by Garmin G700 TXi 10” Touchscreen PFD.	No	Yes	C	C

This Design Differences Table from the PZL M28 05 AJE00353 to the PZL M28 05 AJE00344 was proposed by Polskie Zakłady Lotnicze Sp. z o.o. and validated by the FSB on May 28, 2025 to June 5, 2025. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: AJE00353 TO RELATED AIRCRAFT: AJE00344	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Instrument Panel Layout	Garmin G700 TXi 10" Touchscreen PFD replaced by Bendix/King EFIS 50.	No	Yes	C	C
	Instrument Panel Layout	Garmin G700 TXi 10" Touchscreen PFD replaced by EX600 MFD display.	No	Yes	C	C
	Instrument Panel Layout	PFD Control panels GCU 485 removed.	No	Yes	C	C
	Instrument Panel Layout	Garmin GI 275 Electronic Flight Instrument replaced by Artificial Horizon 4300-611.	No	Yes	C	C
	Instrument Panel Layout	TCAS display on Garmin G700 TXi 10" Touchscreen PFD replaced by variometer TCAS IV 81D.	No	Yes	C	C
	Instrument Panel Layout	1 x Inclinometer on central cockpit panel replaced by 2 x Turn & Bank indicators.	No	Yes	C	C
	ATA 22 Autoflight	LCR-100 AHRS unit still utilized for autopilot.	No	Yes	B	A
	ATA 23 Communications	VHF #1 and #2 GTN 650Xi replaced by GTN 650 (COM/NAV/GPS) Communication System.	No	Yes	B	A

FROM BASE AIRCRAFT: AJE00353 TO RELATED AIRCRAFT: AJE00344	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	2 x AHRS platforms GRS 7800 replaced by 2 x AHRS LCR-100.	No	No	B	A
	ATA 34 Navigation	#1 and #2 GTN 650Xi replaced by GTN 650 (COM/NAV/GPS) System.	No	Yes	B	B
	ATA 34 Navigation	Garmin GI 275 Electronic Flight Instrument replaced by Artificial Horizon 4300-611.	No	Yes	C	C
	ATA 34 Navigation	GDC7400 Air Data Computers replaced by 2 x KDC 482 Air Data Computers.	No	No	B	A
	ATA 34 Navigation	TAWS Class A included in GTN 650Xi replaced by EGPWS Mk.VI.	No	Yes	C	C
	ATA 34 Navigation	Weather Radar on Garmin G700 TXi 10” Touchscreen PFD display replaced by RDR 2000 on EX600.	No	Yes	C	C

This Maneuver Differences Table, from the PZL M28 05 AJE00353 to the PZL M28 05 AJE00344 was proposed by Polskie Zakłady Lotnicze Sp. z o.o. and validated by the FSB on May 28, 2025 to June 5, 2025. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCAFT: AJE00353 **TO RELATED AIRCRAFT: AJE00344**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Preflight	Removed capability to enter a flight plan from a mobile phone via Bluetooth and Wi-Fi signals by Flight Stream 510.	No	Yes	C	C
	Instrument Approaches	Garmin G700 TXi 10” Touchscreen PFD replaced by Bendix/King EFIS 50 and MFD EX600.	No	Yes	C	C
	Normal Procedures	Normal procedures were revised.	No	Yes	C	C
	Abnormal Procedures	Abnormal procedures were revised.	No	Yes	C	C
	Emergency Procedures	Emergency procedures were revised.	No	Yes	C	C
	In-Flight Maneuvers	Garmin G700 TXi 10” Touchscreen PFD replaced by Bendix/King EFIS 50 and MFD EX600.	No	Yes	C	C