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Flight Standardization Board Report

Revision: 2
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Manufacturer Textron Aviation, Inc.

Type Certificate Data Sheet (TCDS)	TCDS Identifier	Marketing Name	Pilot Type Rating
A22CE	500	Citation 500	CE-500
A22CE	550	Citation II Citation Bravo (SN dependent)	CE-500
A22CE	S550	Citation S/II	CE-500
A22CE	552	Citation 552 (Navy T-47A)	CE-500
A22CE	560	Citation V, Ultra, Encore, Encore+ (SN dependent)	CE-500

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TABLE OF CONTENTS

Section	Page
1. RECORD OF REVISIONS.....	3
2. INTRODUCTION.....	3
3. HIGHLIGHTS OF CHANGE	3
4. BACKGROUND	3
5. ACRONYMS	7
6. DEFINITIONS	9
7. PILOT TYPE RATING	10
8. RELATED AIRCRAFT	10
9. PILOT TRAINING.....	13
10. PILOT CHECKING.....	15
11. PILOT CURRENCY	16
12. OPERATIONAL SUITABILITY.....	16
13. MISCELLANEOUS	16
APPENDIX 1. DIFFERENCES LEGEND.....	18
APPENDIX 2. MASTER DIFFERENCES REQUIREMENTS (MDR) TABLE	20
APPENDIX 3. DIFFERENCES TABLES.....	21
APPENDIX 4. EFB OPERATIONAL EVALUATION FOR CESSNA MODELS 500, 550, S550, AND 560 AIRCRAFT MODIFIED BY IS&S STC NO. ST02739NY	53

1. RECORD OF REVISIONS

Revision Number	Section(s)	Date
Original	All	12/28/1994
0 (560 CDS/R)	All	10/31/2001
0 (560 Encore+)	All	4/9/2007
0 (500,550,S550, 560 IS&S)	All	12/01/2011
1	All	10/6/2014
2	All	XX/XX/XXXX

2. INTRODUCTION

Aircraft Evaluation Groups (AEG) are 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

This is Revision 2 of the CE-500 Flight Standardization Board Report (FSBR). The purpose of this revision is to remove the Textron Models 501 and 551 (which share Type Certificate Data Sheet (TCDS) No. A27CE) from the Textron 500/550/S550/552 and 560 models, which share TCDS No. A22CE. Major modifications include the deletion of currency levels depicted in the Master Differences Requirements (MDR) Table, renaming of Operator Differences Requirements (ODR) Tables to Differences Tables. This revision converts this document to the new 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

In December, 2011, the Flight Standardization Board (FSB) conducted flight evaluation of Universal EFI-890R Avionics in Cessna Model 550 modified with Supplemental Type Certificate (STC) No. ST03947AT: (S/N 550-0001 through 550-0505 and S/N 550-0550 through S/N 550-0800). This STC replaces electronic attitude direction indicator (EADI), electronic horizontal-situation indicator (EHSI) and/or mechanical flight instruments and

engine instruments with three flat panel electronic Universal Avionics Systems Corporation EFI-890R displays (2 primary flight displays (PFD) and 1 multifunction display (MFD)-engine instruments incorporated into MFD) and dual solid state Rockwell Collins AHS-3000 Attitude Heading Reference Units (AHRS). The optional electronic chart server unit is configured for electronic charts or satellite weather data but was not evaluated by the FSB. The three existing standby instruments are replaced by one electronic standby instrument system GH-3100. Dual Rockwell Collins TDR-94D Mode S transponder system replaces existing transponder system. The new transponders will be interfaced with the existing Bendix CAS 66A TCAS 1 system and be displayed on the EFI-890R displays. The Orbitz Avionics and Communications System Ltd. is installed which replaces the existing audio control system. Master caution panel is upgraded by removing incandescent annunciators and installing Aerospace Optics light-emitting diode (LED) annunciator assemblies. It as well as the associated Airplane Flight Manual (AFM) change, was found to be operationally suitable. Training checking and currency requirements are listed in Appendix 3, Differences Tables.

In December 2011, the FSB conducted flight evaluations of Innovative Solutions & Support (IS&S) Flat Panel Display System, Honeywell Weather Radar and optional Satellite Radio (XM) in the Cessna Models 500/550/S550 and 560; S/N 500-0275 through S/N 500-0689, S/N 550-0001 through S/N 550-0733, S/N S550-0001 through S/N S550-0160 and S/N 560-0001 through S/N 560-0259 modified with STC No. ST02739NY. This installation consists of a two or three display Electronic Flight Instrument System (EFIS) whereby the PFD replaces the pilots and optionally the co-pilots instrumentation. The MFD replaces standard mechanical engine instrumentation and will display Traffic Alert and Collision Avoidance System (TCAS), Terrain Awareness and Warning System (TAWS) and optional single source electronic charts. The PFD replaces the following pilots and co-pilots instrumentation (if applicable): EADI, EHSI and/or mechanical flight instruments. The MFD replaces standard mechanical engine instrumentation which can also supply backup information on the PFD. The annunciator panel has been moved to accommodate the installation of the MFD. Standby attitude, airspeed, and altimeter have been relocated to the center instrument panel. Weather Radar display has been incorporated into the displays (PFD/MFD). Separate indicators for distance measuring equipment (DME) information have been removed and incorporated into the flight displays. It as well as the associated AFM change, was found to be operationally suitable. Training checking and currency requirements are listed in Appendix 3, Differences Tables.

In August 2011, the FSB conducted flight evaluations of a single Garmin 600 (G600) Integrated Flight Display System (IFDS) in a Cessna 501 modified with STC No. ST01395WI. (The STC includes Cessna Models 500/501/550/551 and S550). This Garmin G600 System replaces individual attitude, heading, airspeed, altitude and vertical speed instruments with an integrated electronic display using a flat panel liquid crystal display (LCD). The G600 System integrates with the existing SPZ-500 flight director/autopilot and displays information from the existing navigation equipment (Very High Frequency Omnidirectional Range (VOR), instrument landing system (ILS), Global Positioning System (GPS), localizer performance with vertical guidance (LPV)) as well as limited electronic flight bag (EFB) functions (electronic charts and data link weather information) in the multi-function portion of the display. The system further includes the following components: Garmin Data Computer (GDC)-620 PFD/MFD, Garmin Reference

System (GRS) 77 AHRS with GMU 44 magnetometer, GDC 74B Air Data Computer (ADC) with GTP 59 Temperature Probe, GAD 43 Autopilot Adapter, Garmin Display Unit (GDU) 620 Roll Steering Output interfaced with existing SPZ-500 AFCS and existing single or dual GNS430W/530W or GTN 650/750 series Very High Frequency (VHF) communication/VOR-ILS receiver/Global Navigation Satellite System (GNSS) Space Based Augmentation System (SBAS) navigation system. The following components have been removed from the left pilot's panel: Attitude Direction Indicator (ADI) and horizontal situation indicator (HSI), vertical gyro and compass system, airspeed, altitude, and vertical speed indicators. It as well as the associated AFM change, was found to be operationally suitable. Training checking and currency requirements are listed in Appendix 3, Differences Tables.

In April 2007, the FSB conducted flight evaluations of the Collins Proline 21 Avionics in the Cessna Model 560 Encore + (S/N 560-0751 through 560-0815), replacing the Honeywell P1000 Avionics on Cessna Model 560 Encore (S/N 560-0539 through S/N 560-0715). Honeywell EFIS displays are replaced by Collins PFDs both displaying attitude indicator, horizontal situation indicator, airspeed/Mach, altimeter, vertical speed and RMI. PFD options are controlled through the Display Control Panel (DCP-3000) and bezel buttons. MFD options are selected using the FMS-3000 Integrated Flight Information System Panel and bezel buttons. Collins FMS-3000 is installed as standard equipment. A Rockwell Collins Proline 21 Flight Control System (FCS) provides a three axis autopilot with yaw damper having modes similar to the Honeywell System. Flight Director Mode Selections are controlled from either of the pilots or copilots Mode Select Panels (MSP-85). Communications are controlled through Radio Tuning Units (RTU). Altitude Pre-Selector Controller is moved from the MFD to Course Heading Panel (CHP-3000) and Altitude Baro-Set is provided on the DCP-3000. TCAS and Enhanced Ground Proximity Warning System (EGPWS) are integrated with PFD and MFD display options. Standby instruments are provided by separate electronic standby attitude, airspeed and altitude instruments and the No. 1 RTU provides HSI with heading and course/glide slope data. The PW535A engine is replaced by the PW535B engine which is a full-authority digital engine control (FADEC) controlled engine. Airstart envelope minimum speed is increased from 150 KIAS/FL300 to 170 KIAS/FL300. Maximum ramp and takeoff weight have been increased by 200 lb and takeoff, landing and enroute temperature is reduced. It as well as the associated AFM change, was found to be operationally suitable. Training checking and currency requirements are listed in Appendix 3, Differences Tables.

In October 2001, the FSB conducted flight evaluations of the Control Display System/Retrofit (CDS/R) is Cessna Model 560 modified with STC# ST01165LA: (S/N 560-0001 through S/N 560-0259). This installation incorporates 8"x10" flat panel primary and multi-function EFIS displays which replace mechanical flight instruments and aircraft equipped with 5"x5" EFIS displays. PFD and MFD menu control is through a joystick and a new reversionary controller is added. Flight director mode selection is controlled from a new panel (MS-560) and flight director mode controllers are moved to the glare shield along with caution/warning panel. The Flight Management System (FMS) Control Display Unit (CDU) has been updated to CD-820. TCAS and added EGPWS are integrated with EFIS display and display control panels. A new altitude pre-selector is installed and altitude Baro-Set is provided on the EFIS Display Controller (DC-550).

Separate mechanical standby attitude, airspeed, and altitude instruments are installed and the No. 1 RMU provides backup HSI with heading and course/glide slope data. It as well as the associated AFM change, was found to be operationally suitable. Training checking and currency requirements are listed in Appendix 3, Differences Tables.

In December, 1984, the FSB conducted flight evaluation and released a memorandum for the differences from the CE-550 (Citation II, Transport Category) to the CE-S550. The following differences and components were identified:

- The wing airfoil was changed to increase the critical mach number (Mcr). Wing cuffs and fuselage fairings were added to increase fuel storage and Mcr.
- There are elevator trim tabs on both of the elevator sections instead of only the left section. Because the trim tab area was doubled, the rate of trim movement was slowed to provide about the same feel while trimming.
- The maximum takeoff weight has been increased to 14,300 pounds, the maximum landing weight to 13,600 pounds and the maximum zero fuel weight to 11,000 pounds.
- The flaps were changed by adding two inboard flap sections and changing the actuating system from electric to hydraulic motors. The increased flap area results in approach speeds about the same as they were at the lower maximum landing weight.
- The wing and tail de-ice pneumatic boots and inboard electrically heated wing were replaced with an anti-icing fluid system.
- A stall warning stick shaker has been added.
- The CE-S550 is powered by two JT-15D-4B.

In December, 1984, the FSB conducted flight evaluations and released a memorandum for the differences from the CE-S550 (Citation II, Transport Category) to the CE-552. The following differences and components were identified:

- The wing airfoil, elevator trim tabs, flaps, ice protection system and stick shaker are the same as for the CE-S550.
- To further increase the Mcr the wing span was shortened by 5.24 feet to 46.46 feet.
- The horizontal stabilizer was moved up 5 inches on the vertical stabilizer and the elevator hinge point moved aft 4 inches on the same elevator. As a result the increased elevator area forward of the hinge point, most of the horn balance has been replaced with mass balancing in the leading edge of the elevator. These changes have made the 552 slightly longer than other 550s.
- The pitch feel system was changed by removing the bobweight and inserting a downspring into the artificial feel system. The change makes the 552 more sensitive in pitch than previous model 550s.
- In order to reduce roll control pressures in high speed flight a hydraulic power control system has been installed in the aileron control system. This hydraulic system is not part of the aircraft hydraulic system.
- The gross weight was further increased to 15,500 pounds, the landing weight to 14,300 and the zero fuel weight decreased to 10,500 pounds.

- The CE-552 is powered by two JT-15D-5 engines. These engines have an electronic fuel control system and provide 400 pounds more thrust than the JT-15D-4B.

5. ACRONYMS

• 14 CFR	Title 14 of the Code of Federal Regulations
• AC	Advisory Circular
• ACFT	Aircraft
• ACS	Airman Certification Standards
• ADC	Air Data Computer
• ADF	Automatic Direction Finder
• ADI	Attitude Direction Indicator
• AEG	Aircraft Evaluation Group
• AFCS	Automatic Flight Control System
• AFM	Airplane Flight Manual
• AFMS	Airplane Flight Manual Supplement
• AHRS	Attitude and Heading Reference System
• ATP	Airline Transport Pilot
• AV	Audiovisual Presentation
• CAS	Crew Alert System
• CCP	Cursor Control Panel
• CDS/R	Control Display System/Retrofit
• CDU	Control Display Unit
• CHP	Course Heading Panel
• CPT	Cockpit Procedures Trainer
• DC	Display Controller
• DCP	Display Control Panel
• DME	Distance Measuring Equipment
• EADI	Electronic Attitude Direction Indicator
• EFB	Electronic Flight Bag
• EFI	Electronic Flight Instrument
• EFIS	Electronic Flight Instrument System
• EGPWS	Enhanced Ground Proximity Warning System
• EHSI	Electronic Horizontal-Situation Indicator
• FAA	Federal Aviation Administration
• FADEC	Full-Authority Digital Engine Control
• FCS	Flight Control System
• FFS	Full Flight Simulator
• FMS	Flight Management System
• FSB	Flight Standardization Board
• FSBR	Flight Standardization Board Report
• FSTD	Flight Simulation Training Device
• FSU	File Server Unit
• GDC	Garmin Data Computer

• GDL	Garmin Datalink Receiver
• GDU	Garmin Display Unit
• GIA	Garmin Integrated Avionics
• GNSS	Global Navigation Satellite System
• GPS	Global Positioning System
• GRS	Garmin Reference System
• GTN	Garmin Touchscreen Navigator
• HO	Handout
• HSI	Horizontal Situation Indicator
• ICBI	Interactive Computer-Based Instruction
• IFDS	Integrated Flight Display System
• IFIS	Integrated Flight Information System
• ILS	Instrument Landing System
• IS&S	Innovative Solutions & Support (trade name)
• KIAS	Knots Indicated Airspeed
• LED	Light-Emitting Diode
• LCD	Liquid Crystal Display
• LNAV	Lateral Navigation
• LPV	Localizer Performance With Vertical Guidance
• Mcr	Critical Mach Number
• MFD	Multifunction Display
• MFF	Mixed Fleet Flying
• MDR	Master Differences Requirements
• MRW	Maximum Ramp Weight
• MS	Mode Selector
• MSP	Mode Select Panel
• MTOW	Maximum Takeoff Weight
• NAS	National Airspace System
• ODR	Operator Differences Requirements
• OEM	Original Equipment Manufacturer
• PIC	Pilot in Command
• PFD	Primary Flight Display
• PI	Principal Inspector
• PTT	Part Task Trainer
• RMI	Radio Magnetic Indicator
• RMU	Radio Management Unit
• RTO	Rejected Takeoff
• RTU	Radio Tuning Unit
• SB	Service Bulletin
• SBAS	Space Based Augmentation System
• S/N	Serial Number
• SIC	Second in Command
• 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
- V₁ Takeoff Decision Speed
- VHF Very High Frequency
- VNAV Vertical Navigation
- VOR Very High Frequency Omnidirectional Range
- VS Vertical Speed
- VSI Vertical Speed Indicator
- 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 AEG 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 AEG 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 Model 500, 550, S550, 552, and 560 type rating designation is CE-500.
- 7.1.1 Pilot Type Rating. Practical tests conducted in Textron Models 500, 550, S550, 552, and 560 are required to be conducted with two pilots and satisfactory completion will result in a CE-500 pilot type rating on the pilots temporary airmen certificate, with the limitation “CE-500 Second in Command Required.”
- 7.2 Common Type Ratings.** In accordance with the provisions of FAA Order 8900.1 and AC 120-53B Change 1, the CE-500 and the CE-560XL are separate type ratings that have been determined to have commonality.
- 7.3 Military Equivalent Designations.** Military aircraft that qualify for the CE-500 type rating can be found at www.faa.gov under “Licenses & Certificates,” “Airmen Certification,” “Online Services,” “Aircraft Type Rating Designators.” This webpage is kept up-to-date and can be found at https://www.faa.gov/licenses_certificates/airmen_certification/.

8. RELATED AIRCRAFT

- 8.1 Related Aircraft on Same TCDS.** The Textron Models 500, 550, S550, 552, and 560 are related to the Textron Model 560XL.
- 8.2 Related Aircraft on Different TCDS.** The Textron Model 500, 550, S550, 552, and 560 are related to the Textron Model 501/551 (TCDS No. A27CE).
- 8.3 Related Aircraft Model Information**
- 8.3.1 The Model 500 (Citation and Citation I) was type certificated on September 9, 1971 in the transport category. The aircraft was the first model which originated the CE-500 pilot type rating and was type certificated for two pilots. This model

is a straight-wing aircraft powered by two JT15D-1, JT15D-1A, or JT15D-1B turbofans used in any combination with a static thrust at standard day, sea level of 2,200 lb. The maximum operating altitude for the Model 500 is determined by serial number (S/N) or Service Bulletin (SB): 35,000 ft for S/N 500-0001-through 0213, 41,000 ft for S/N 500-0001 through 500-0213 modified in accordance with Cessna SB SB21-9 and 41,000 ft for S/N 500-0214 through 500-0689. The maximum takeoff weight (MTOW) for the Model 500 aircraft is determined by S/N or SB and are as follows: 10,850 lb for S/N 500-0001 through 500-0070, 11,500 lb for S/N 500-0071 through 500-0302 (specific Model 500 aircraft within the range 500-0001 through 500-0302 are eligible for increased maximum weights when modified in accordance with applicable Cessna SBs) and 11,850 lb for S/N 500-0303 through 500-0689. The Model 500 aircraft were originally installed with ARC analog radios or dual Collins VHF Communication radios VIR 30 Navigation receivers, Automatic Direction Finder (ADF) 60s, Sperry APZ 500 Autopilot and Bendix 1100 Radar.

- 8.3.2 Model 550 (Citation II): The Model 550 (S/N 550-0001 through S/N 550-0505 and S/N 550 0550 through S/N 550-0800) was type certificated on March 24, 1978 in the transport category. The aircraft has the same pilot type rating as the Model 500 and is type certificated for two pilots. This model is a straight-wing aircraft powered by two JT15D-4 or two JT15D-4 turbofans with a static thrust at standard day, sea level of 2,500 lb. The maximum operating altitude for the Model 550 is 43,000 ft. The MTOW for the Model 550 is determined by S/N and is 13,300 lb for S/N 550-0001 through 550-0626 and 14,100 lb for S/N 550-0627 through 550 0800. The Model 550 is equipped with individual mechanical flight instruments and has the option for the Bendix EFS-10, Sperry EDZ-600, Sperry EDZ-601, and Sperry EDZ-603 EFIS.
- 8.3.3 Model 550 (Citation Bravo): The Model 550 (S/N 550-0801 and on) was type certificated on January 8, 1997 in the transport category. The aircraft has the same pilot type rating as the Model 500 and is type certificated for two pilots. This model is a straight wing aircraft powered by two PW530A turbofans with a static thrust at standard day, seal level of 2,887 lb. The maximum operating altitude for the Model 550 (Citation Bravo) is determined by serial number or service bulletin as follows: 43,000 ft for S/N 550-0801 through S/N 550-0820 and S/N 550-0822 through S/N 550-0823 (or 45,000 ft when S/N 550-0801 through S/N 550-0808, S/N 550-0809 through S/N 550-0820 and S/N 550-0822 through S/N 550-0823 are modified in accordance with applicable Cessna Service Bulletins) and 45,000 ft for S/N 550-0821, S/N 550-0824 and on. The MTOW for the Model 550 (Citation Bravo) is 14,800 lb. The Citation Bravo is equipped with a Dual Primus 1000 EFIS display and flight guidance system with MFD.
- 8.3.4 Model S550 (Citation S/II): The Model S550 was type certificated on August 15, 1984 in the transport category. The aircraft has the same pilot type rating as the Model 500 and is type certificated for two pilots. This model is a straight wing aircraft powered by two JT15D-4B turbofans with a static thrust at standard day, sea level of 2,500 lb. The maximum operating altitude for the Model S550 is

43,000 ft. The MTOW for the Model S550 is determined by serial number as follows: 14,700 lb for S/N S550-0001 through S/N S550-0085 and 15,100 lb for S/N S550-0086 through S/N S550-0160. The Model S550 (Citation S/II) is equipped with individual mechanical flight instruments and has the option for the Bendix EFS 10, Sperry EDZ-600, Sperry EDZ- 601 and Sperry EDZ-603 EFIS.

- 8.3.5 Model 552 (Navy T-47A): The Model 552 was type certificated on November 21, 1984, in the transport category. The aircraft has the same pilot type rating as the Model 500 and is type certificated for two pilots. This model is a straight wing aircraft powered by two JT15D-5 turbofans with a static thrust at standard day, sea level of 2,900 lb. The maximum operating altitude for the Model 552 is 43,000 ft. The MTOW for the Model 552 is 15,500 lb. The Model 552 flight instruments and avionics were specific to military training requirements.
- 8.3.6 Model 560 (Citation V): The Model 560 (S/N 560-0001 through S/N 560-0259) was type certificated on December 9, 1988 in the transport category. The aircraft has the same pilot type rating as the Model 500 and is type certificated for two pilots. This model is a straight wing aircraft powered by two JT15D-5A turbofans with a static thrust at standard day, sea level of 2,900 lb. The maximum operating altitude for the Model 560 (S/N 560-0001 through S/N 560-0259) is 45,000 ft. The MTOW for the Model 560 (S/N 560-0001 through 560-0259) is 15,900 lb. The Model 560 (S/N 560-0001 through S/N 560-0259) is equipped with individual mechanical flight instruments and has the option for the Honeywell (Sperry) EDZ-603 and EDZ-605 EFIS.
- 8.3.7 Model 560 (Citation Ultra): The Model 560 (S/N 560-0260 through S/N 560-0538) was type certificated on December 9, 1988 in the transport category. The aircraft has the same pilot type rating as the Model 500 and is type certificated for two pilots. This model is a straight wing aircraft powered by two JT15D-5D turbofans with a static thrust at standard day, sea level of 3,045 lb. The maximum operating altitude for the Model 560 Citation Ultra (S/N 560-0260 through 560-0538) is 45,000 ft. The MTOW for the Model 560 Citation Ultra (S/N 560-0260 through 560-0538) is 16,300 lb. The following Citation Ultra 560 models when modified per EC 46497 are eligible to operate at an increased takeoff weight of 16,650 LBS: S/N 560 0387, -0392, -0404, -0410, -0415, -0420, -0426, -0452, -0456, -0462, -0468, -0472, -0495, -0501, -0505, -0508, -0513, -0524, -0529, 0532, -0534 and -0538. The Model 560 Citation Ultra is equipped with Honeywell Primus 1000 EFIS.
- 8.3.8 Model 560 (Citation Encore): The Model 560 (S/N 560-0539 through S/N 560-0750) was type certificated on April 26, 2000 in the transport category. The aircraft has the same pilot type rating as the Model 500 and is type certificated for two pilots. This model is a straight wing aircraft powered by two PW535A turbofans with a static thrust at standard day, sea level of 3,400 lb. The maximum operating altitude for the Model 560 Encore is 45,000 ft. The MTOW for the Model 560 Encore is 16,630 lb. The Model 560 Encore is equipped with Honeywell Primus 1000 EFIS.

8.3.9 CE-560 Encore +: The Model 560 (S/N 560-0751 through S/N 560-0815) was type certificated on December 14, 2006 in transport category. This aircraft has the same pilot type rating as the model 500 and is type certificated for two pilots. This model is a straight wing aircraft powered by two PW535B turbofans with a static thrust at standard day, sea level of 3,400 lb. The maximum operating altitude for the Model 560 Encore + is 45,000 ft. The maximum takeoff weight for the Model 560 Encore + is 16,830 lb. The Model 560 Encore + is equipped with Rockwell Collins Pro-line 21 EFIS.

NOTE: The “CE-500 Series” is used throughout this report and includes Textron Models 500, 550, S550, 552, 560, and variations of these models.

9. PILOT TRAINING

9.1 Airman Experience.

- 9.1.1 Airmen receiving initial CE-500 training should have previous training in high-altitude operations in multiengine turbojet aircraft, new generation avionics, and FMS experience. Airmen without this experience may require additional training.
- 9.1.2 Airmen receiving differences, upgrade, or transition training are assumed to have previous experience in a variation of the CE-500 Series.

9.2 Special Emphasis Areas.

- 9.2.1 Pilots must receive special emphasis on the following areas during initial, recurrent, requalification, upgrade, and transition ground training (if applicable): FADEC.
- 9.2.2 Pilots must receive special emphasis on, and perform, the following areas during initial, recurrent, requalification, upgrade, and transition flight training (if applicable): FADEC.

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 Airman Certification Standards (ACS). There are no specific flight characteristics.

9.4 Seat Dependent Tasks. There are no specific seat dependent tasks. However, when the minimum crew determination listed in the AFM and the TCDS is one pilot in the left seat, the pilot must occupy the left pilot seat for all pilot in command (PIC) training as a single pilot.

9.5 Regulatory Training Requirements Which Are Not Applicable to the CE-500 Series. Part 135 Ground Training: Propellers.

9.6 Flight Simulation Training Devices (FSTD). There are no specific systems, procedures, or maneuvers that are unique to the CE-500 Series that require a specific FSTD for training.

9.7 Training Equipment. There are no specific systems or procedures that are unique to the CE-500 Series that require specific training equipment.

9.8 Differences Training Between Related Aircraft. Pilots must receive differences training between the CE-500 Series aircraft variations as applicable to their operation. The level of training is specified in Appendix 3, Differences Tables. Differences Tables are only provided for aircraft the FSB has validated. Therefore, Appendix 3 does not include Differences Tables for all possible configurations.

9.9 Multiple Curricula Training Programs (Reduced Planned Hour Training Programs).

9.9.1 In accordance with Order 8900.1, Volume 3, Chapter 19, Section 1, paragraph 3-1078, reduced hour curriculums may be established for the CE-500 type rating based on the following prerequisites.

If the pilot:	Then the pilot may enter reduced hour training curriculum for:
Holds a CE-560XL type rating and has completed Initial or Transition CE-560XL training within the previous 24 calendar-months ³ .	CE-500 type rating.
Holds a CE-560XL type rating and has completed Initial or Transition CE-560XLS training within the previous 24 calendar-months ³ .	CE-500 type rating.
Holds a CE-560XL type rating and has completed Recurrent CE-560XL or CE-560XLS training within the previous 24 calendar-months ³ .	CE-500 type rating.

³Initial, transition, or recurrent training in the CE-560XLS+ with Collins Pro Line 21 Avionics, or in the CE-560XL Series with Garmin G5000 Avionics does not meet the prerequisite requirement for a reduced hour curriculum for the CE-500 type rating.

9.9.2 In accordance with Order 8900.1 Volume 3, Chapter 19, Section 1, paragraph 3-1078, Multiple Curricula of a Single Category, reduced hour curriculums may be established for the CE-560XL type rating based on the following prerequisites.

If the pilot:	Then the pilot may enter reduced hour training curriculum for:
Holds a CE-500 type rating and has completed Initial or Transition CE-550 Bravo training within the previous 24 calendar-months ¹ .	CE-560XL type rating with Honeywell Avionics ² .
Holds a CE-500 type rating and has completed Initial or Transition CE-560 Ultra training within the previous 24 calendar-months ¹ .	CE-560XL type rating with Honeywell Avionics ² .
Holds a CE-500 type rating and has completed Recurrent CE-550 Bravo or CE-560 Ultra training within the previous 24 calendar-months ¹ .	CE-560XL type rating with Honeywell Avionics ² .

¹Initial, transition, or recurrent training in other than the CE-550 Bravo or CE-560 Ultra does not meet the prerequisite requirement for a reduced hour curriculum for the CE 560XL type rating.

²Reduced hour curriculums do not apply to training curriculums for the CE-560XLS+ with Collins Pro Line 21 Avionics, or for the CE-560XL Series with Garmin G5000 Avionics.

10. PILOT CHECKING

10.1 Landing from a No-Flap or Nonstandard Flap Approach. The probability of flap extension failure on the CE-500 is not extremely remote due to system design. Therefore, demonstration of a no-flap approach and landing during pilot certification is required. During a [§§ 61.58 proficiency check, 91.1065 competency check, 121.441 proficiency check, 125.287 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. 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. There are no specific seat-dependent tasks. However, when the minimum crew determination listed in the AFM and the TCDS is one pilot the pilot must occupy the left pilot seat for all practical tests and proficiency checks as a single pilot.

10.4 Other Checking Items. Not applicable.

10.5 FSTD. There are no specific systems, procedures, or maneuvers that are unique to the CE-500 Series that require a specific FSTD for checking.

10.6 Equipment. There are no specific systems or procedures that are unique to the CE-500 Series that require specific equipment.

10.7 Differences Checking Between Related Aircraft.

- 10.7.1 Pilots must receive differences checking between the CE-500 Series aircraft variations as applicable to their operation. The level of checking is specified in Appendix 3.
- 10.7.2 For operators with a CE-500 Series mixed fleet, recurrent checks should alternate for PICs and SICs. The knowledge portion of initial and recurrent checks should address all variations operated by the flightcrew member.

10.8 Areas of Special Emphasis Checking. Pilots must receive special emphasis on the following areas during flight checking (if applicable): FADEC.

11. PILOT CURRENCY

There are no additional currency requirements for the CE-500 Series other than those already specified in parts 61, 91, and 135.

11.1 Differences Currency Between Related Aircraft. Not applicable.

12. OPERATIONAL SUITABILITY

The CE-500 Series is operationally suitable for operations under parts 91, 91K, and 135. The list of operating rules evaluated is on file at the Small Aircraft AEG.

13. MISCELLANEOUS

- 13.1 Forward Observer Seat.** CE-500 Series aircraft are not equipped with a dedicated forward observer seat. Some available forward passenger seats with the standard passenger seat/seatbelt, passenger oxygen and splitter cord for audio have been found suitable for conducting enroute inspections per part 135, § 135.75(b). Audio jacks may be installed at the forward seat to provide for enroute inspections. Due to the availability of various passenger configurations, the determination of suitability for use of a forward passenger seat for use in conducting enroute inspections or flight checks in accordance with part 135 will need to be determined by the FAA inspector conducting the enroute inspections or flight checks.
- 13.2 Aircraft Approach Category.** The CE-500 Series aircraft are considered a Category B aircraft for the purposes of determining the appropriate instrument approach procedure category in accordance with § 97.3.
- 13.3 Normal Landing Flaps.** The CE-500 Series normal “final flap setting” per § 91.126(c) is Flaps Land/Full.

13.4 Electronic Flight Bag (EFB).

- 13.4.1 Encore+ (S/N 560-0751 through 560-0815). Electronic Approach Charts (departures and arrival procedures, approach charts and airport diagrams) are available through the Integrated Flight Information System (IFIS)-5000 File Server Unit (FSU). Since EFB information cannot be displayed while on emergency power, or certain avionics failures, a second suitable source is required. The enhanced map overlays do not meet requirements for enroute charts. Therefore, another suitable source of enroute chart information must be available at the pilot station. A printed pilot checklist remains required for compliance with §§ 91.503 and 135.83. The electronic pilot checklist does not contain all required procedures due to inability to function in all non-normal flight operation situations. Memory button selection on the Cursor Control Panel (CCP) is required to allow single-pilot action to change between navigation display, electronic checklist display, and electronic charts display to mitigate workload using these functions.
- 13.4.2 G600 Electronic Charts. The EFB evaluation determined functions were not suitable as a source for electronic display of airport diagrams, approach plates, arrival procedures, and departure procedures. This was due to display size, which requires excessive pilot actions to select viewable charts, and competing MFD functions. Using G600 electronic charts increases pilot workload negatively and affects pilot performance. While it is possible to view electronic approach charts on G600, they are not operationally suitable to meet regulatory requirements of § 91.503.
- 13.4.3 G950 Electronic Charts. Electronic charts have been evaluated for operational suitability. Refer to the EFB evaluation report in Appendix 4, EFB Operational Evaluation for Cessna Models 500, 550, S550, and 560 Aircraft Modified by IS&S STC No. ST02739NY.

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

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 →	500	501	550	551	S550	552	560
500		B/A (1)(6)(9)	B/A (1)(6)(7)(9)	B/A (1)(2)(3)(6)(8)(9)	B/A (1)(2)(6)(9)	C/C (1)(2)(6)(9)	Not evaluated	C/C (1)(2)(4)(5)(6)
550		B/A (1)(2)(3)(6)(8)(9)	B/A (1)(2)(3)(6)(7)(8)(9)	B/A (1)(2)(3)(6)(8)(9)	B/A (1)(2)(3)(6)(8)(9)	B/A (1)(2)(3)(6)(8)(9)	Not evaluated	C/B (1)(2)(3)(4)(5)(6)(8)
S550		C/C (1)(2)(6)(9)	C/C (1)(2)(6)(7)(9)	B/A (1)(2)(3)(6)(8)(9)	B/A (1)(2)(6)(9)	A/A (1)(2)(6)(9)	Not evaluated	C/B (1)(2)(4)(5)(6)
552		Not evaluated	Not evaluated	D/D	Not evaluated	D/D	Not evaluated	Not evaluated
560		C/C (1)(2)(4)(5)(6)	C/C (1)(2)(4)(5)(6)(7)	C/B (1)(2)(3)(4)(5)(6)(8)	C/B (1)(2)(4)(5)(6)	C/B (1)(2)(4)(5)(6)	Not evaluated	B/A (1)(2)(4)(5)(6)

NOTES:

1. For Traffic Alert and Collision Avoidance System (TCAS) II or Terrain Awareness and Warning System (TAWS) B, C/B may apply.
2. For Bendix EFS-10, Sperry EDZ-600/601/603 Electronic Flight Instrument System (EFIS), C/C applies.
3. For Pratt & Whitney PW530A and Honeywell SPZ-8000/P1000, D/D applies to Citation Bravo from Citation II.
4. For Honeywell P-1000 from Honeywell EDZ-60x, D/D applies. For PW535B with FADEC and Pro Line 21 from PW535A and P-1000, C/B applies.
5. For Control Display System/Retrofit (CDS/R) (Supplemental Type Certificate (STC) No. ST01165LA) on Honeywell EDZ-60x, D/C applies.
6. For IS&S display retrofits by STC No. ST02739NY, D/D applies.
7. For G950 Textron Model 501, modified with display retrofit by STC No. SA11050SC-D, D/D applies.
8. For Electronic Flight Instrument (EFI)-890R Model 550, modified with display retrofit (STC No. ST03947AT)-D/D applies. For Master Caution Panel with light-emitting diode (LED) lighting on Model 550 (STC No. ST03948AT), C/C applies and for Advanced Digital Audio Management System on Model 550 (STC No. ST03946AT), C/C applies.
9. For 500/501/550/551/S550 with SPZ-500 Automatic Flight Control System (AFCS) retrofitted with Garmin G600 Integrated Flight Display System (IFDS) (STC No. ST01395WI) is D/D. For pilots currently § 61.58 qualified in 500/501/550/551/S550 with Garmin G950/G1000/ G600 to aircraft retrofitted with Garmin G600 IFDS STC No. ST01395WI C/C applies.
10. For operation from an aircraft type certificated for two pilots to single pilot operation, E/E applies.

APPENDIX 3. DIFFERENCES TABLES

This Design Differences Table, from the Textron Model 560-0539 thru 560-0750 (Encore) to the Textron Model 560-0751 thru 560-0815 (Encore+), was validated by the FSB on April 9, 2007. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Textron Model 560-0539 Thru 560-0750 (Encore)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
TO RELATED AIRCRAFT: Textron Model 560-0751 Thru 560-0815 (Encore+)						
	Weights	Maximum ramp weight (MRW) and Maximum takeoff weight (MTOW) 200 lb. increase.	No	No	A	A
	Limitations	Per AFM and Collins Operators Manual. Air start envelope increased from 150 knots indicated airspeed (KIAS)/FL 300 to 170 KIAS/FL 300.	No	Yes	B	A
	Engines	PW535B FADEC-Controlled Engine replaces PW535A Engine.	No	Yes	B	A
	Flight Deck	Collins Pro Line 21 Avionics Suite replaces Honeywell P-1000 Avionics.	No	Yes	C ICBT/FTD	B

FROM BASE AIRCRAFT: Textron Model 560-0539 Thru 560-0750 (Encore) TO RELATED AIRCRAFT: Textron Model 560-0751 Thru 560-0815 (Encore+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Instrument Panel Layout	<ul style="list-style-type: none"> • Collins PFDs/MFD replaces Honeywell PFDs and MFD. • PFD controlled through Display Control Panel (DCP)-3000. • MFD controlled via FMS-3000 IFIS panel/bezel buttons. • Collins Pro Line 21 Flight Control System (FCS). • Radios controlled through Radio Tuning Unit (RTU). 	No	Yes	C ICBT/FTD	B
	Placards and Markings	Per AFM.	No	Yes	A	A

This Design Differences Table, from the Textron Model 560-0539 thru 560-0750 (Encore) to the Textron Model 560-0751 thru 560-0815 (Encore+), was validated by the FSB on April 9, 2007. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Textron Model 560-0539 Thru 560-0750 (Encore) TO RELATED AIRCRAFT: Textron Model 560-0751 Thru 560-0815 (Encore+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	22 Autoflight	Changed to Rockwell Collins Pro Line 21 FCS providing three-axis autopilot with yaw damper. Modes and operation are similar to Honeywell system.	No	Yes	C FTD	B
	23 Communication	Controlled through RTUs.	No	Yes	B	B
	34 Navigation	Honeywell P-1000 EFIS displays replaced by Collins Pro Line 21 PFDs, both displaying, attitude indicator, horizontal situation indicator (HSI). Airspeed/Mach Altimeter, Vertical Speed (VS).	No	Yes	C FTD	B

FROM BASE AIRCRAFT: Textron Model 560-0539 Thru 560-0750 (Encore) TO RELATED AIRCRAFT: Textron Model 560-0751 Thru 560-0815 (Encore+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	34 Navigation	PFD options controlled through the DCP-3000 and bezel buttons. MFD options selected using the FMS-3000, IFIS panel and bezel buttons.	No	Yes	C FTD	B
	34 Navigation	Collins FMS-3000 installed as standard equipment.	No	Yes	C ICBT/FTD	B
	34 Navigation	Flight Director Mode Selection is controlled from either of pilot's or co-pilot's Mode Select Panel (MSP)-85s.	No	Yes	C FTD	B

FROM BASE AIRCRAFT: Textron Model 560-0539 Thru 560-0750 (Encore) TO RELATED AIRCRAFT: Textron Model 560-0751 Thru 560-0815 (Encore+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	34 Navigation	Altitude Pre-Selector Controller moved from the MFD to Course Heading Panel (CHP)-3000. Altitude Baro Set is provided on the DCP-3000.	No	Yes	B	B
	34 Navigation	No Change.	No	Yes	A	B
	34 Navigation	TCAS and Enhanced Ground Proximity Warning System (EGPWS) integrated with PFD and MFD options.	No	Yes	B CBT	A
	34 Navigation	Separate electronic standby attitude, airspeed, and altitude instruments. The No. 1 RTU provides backup HSI, with heading and course/glideslope data.	No	Yes	A	B

This Maneuver Differences Table, from the Textron Model 560-0539 thru 560-0750 (Encore) to the Textron Model 560-0751 thru 560-0815 (Encore+), was validated by the FSB on April 9, 2007. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Textron Model 560-0539 Thru 560-0750 (Encore) TO RELATED AIRCRAFT: Textron Model 560-0751 Thru 560-0815 (Encore+)	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Preflight	Pro Line 21 System setup and use.	No	Yes	C FTD	B
	Engine Start	Electronic Engine Displays changed from tape format to round dial/digital.	No	Yes	C FTD	B
	Taxi	No Change.				
	Takeoff	Setting V-speeds and PFD Reference for Airspeed and Attitude and FADEC-Controlled Engines.	No	Yes	C FTD	B
	RTO/V ₁ Fail	No Change.				
	Climb Cruise Descent	Power setting/FADEC-Controlled Engines.	No	Yes	B	A
	In-Flight Maneuvers	No Change.				

FROM BASE AIRCRAFT: Textron Model 560-0539 Thru 560-0750 (Encore) TO RELATED AIRCRAFT: Textron Model 560-0751 Thru 560-0815 (Encore+)	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Instrument Approaches	Nav Selection and FMS approach section.	No	Yes	C FTD	B
	Landing	V-speeds setup on FMS and PFD.	No	Yes	B	A
	Shutdown	No Change.				
	Normal Procedures	AFM Procedures for Pro Line 21.	No	Yes	C FTD	B
	Abnormal Procedures	AFM Procedures for Pro Line 21.	No	Yes	C FTD	B
	Emergency Procedures	AFM Procedures for Pro Line 21.	No	Yes	C FTD	B

This Design Differences Table, from the Textron Model 560 -0001 thru 560-0259 to the Textron Model 560 -0001 thru 560-0259 with STC No. ST01165LA (CDS/R), was validated by the FSB on October 31, 2001. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Textron Model 560-0001 Thru 560-0259 TO RELATED AIRCRAFT: Textron Model 560-0001 Thru 560-0259 with STC No. ST01165LA (CDS/R)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Limitations	Per AFMS.	No	Yes	B	A
	Flight Deck	CD-820 Installed.	No	Yes	C FTD	C
	Instrument Panel Layout	Replace Primary Flight Displays (PFD) with Flat Panel Primary and MFDs. Caution/Warning Panel and Flight Director mode controllers moved to glareshield.	No	Yes	C FTD	C
	22 Autoflight	New Mode Control Panel and Location (Mode Selector (MS)-560).	No	Yes	A	A
	23 Communication	No Change.				

FROM BASE AIRCRAFT: Textron Model 560-0001 Thru 560-0259 TO RELATED AIRCRAFT: Textron Model 560-0001 Thru 560-0259 with STC No. ST01165LA (CDS/R)						
	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	31 Indicating and Recording Systems	Crew Alert System (CAS) message is added to the MFD for CDS/R monitoring only.	No	Yes	C FTD	B
	34 Navigation	Honeywell Sperry EDZ CRT electronic attitude direction indicator (EADI)/electronic horizontal-situation indicator (EHSI) displays replaced by CDS/R Flat panel PFDs/MFDs that incorporate PFD format for: <ul style="list-style-type: none"> • Attitude Indicator, HSI Airspeed/Mach, Altimeter, VS, Bearing Pointers. • Added new EFIS format selections. • Added PFD/MFD menu control through joystick. • Added new reversion controller. 	No	Yes	D FFS/AC	C

FROM BASE AIRCRAFT: Textron Model 560-0001 Thru 560-0259 TO RELATED AIRCRAFT: Textron Model 560-0001 Thru 560-0259 With STC No. ST01165LA (CDS/R)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	34 Navigation	Updated FMS Control Display Unit (CDU) to CD-820.	No	Yes	C ICBT	C
	34 Navigation	Flight Director Mode Selection is controlled from a new panel (MS-560).	No	Yes	B	B
	34 Navigation	Altitude Pre-Selector Controller is new. Altitude Baro Set is provided on the Display Controller (DC)-550.	No	Yes	B	A
	34 Navigation	TCAS and EGPWS Integrated with PFD/MFD and DCPs.	No	Yes	B	A
	34 Navigation	Separate analog standby attitude, airspeed, and altitude instruments. The No. 1 Radio Management Unit (RMU) provides backup HSI, with heading and course/glideslope data.	No	Yes	B	A

This Maneuver Differences Table, from the Textron Model 560-0001 thru 560-0259 to the Textron Model 560 -0001 thru 560-0259 with STC No. ST01165LA (CDS/R), was validated by the FSB on October 31, 2001. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Textron Model 560-0001 Thru 560-0259 TO RELATED AIRCRAFT: Textron Model 560-0001 Thru 560-0259 With STC No. ST01165LA (CDS/R)	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Preflight	CDS/R System setup and use.	No	Yes	C FTD	B
	Engine Start	No Change.				
	Taxi	No Change.				
	Takeoff	PFD Reference for Airspeed and Attitude.	No	Yes	D FFS/AC	C
	RTO/V ₁ Fail	PFD Reference for Airspeed and Attitude.	No	Yes	D FFS/AC	C
	Climb Cruise Descent	PFD Flight Instruments.	No	Yes	C FTD	C

FROM BASE AIRCRAFT: Textron Model 560-0001 Thru 560-0259 TO RELATED AIRCRAFT: Textron Model 560-0001 Thru 560-0259 With STC No. ST01165LA (CDS/R)	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	In-Flight Maneuvers	Maneuvers affected by PFD, Steep Turns and Stalls, Low-speed awareness, Flight Director, Navigation.	No	Yes	D FFS/AC	C
	Instrument Approaches	PFD Flight Instrument and navigation selection.	No	Yes	D FFS/AC	C
	Landing	PFD Flight Instruments, Set V-speed.	No	Yes	D FFS/AC	C
	Shutdown	No Change.				
	Normal Procedures	AFM Procedures for CDS/R.	No	Yes	C FTD	C
	Abnormal Procedures	AFM Procedures for CDS/R.	No	Yes	C FTD	C
	Emergency Procedures	AFM Procedures for CDS/R.	No	Yes	C FTD	C

This Design Differences Table, from the Textron Model 500, 550, S550, 560 to the Textron Model 500, 550, S550, 560 STC No. ST02739NY (IS&S Flat Panel Display System), was validated by the FSB on December 1, 2011. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Textron Model 500, 550, S550, 560 TO RELATED AIRCRAFT: Textron Model 560-0751 Thru 560-0815 (Encore+)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Avionics	Avionics system replaces EADI, EHSI, and/or mechanical flight instruments, and engine instruments.	No	Yes	D FFS/AC	D
	Avionics	Optional Electronic Chart Server Unit configured for electronic charts or satellite weather data.	No	Yes	C FTD	C
	34 Navigation	Avionics system replaces EADI, EHSI, and/or mechanical flight instruments FMS remains the same as baseline aircraft.	No	Yes	D FFS/AC	D
	77 Engine Indicating	Engine instruments incorporated into primary displays (MFD and PFD).	No	Yes	C FTD	C

This Maneuver Differences Table, from the Textron Model 500, 550, S550, 560 to the Textron Model 500, 550, S550, 560 STC No. ST02739NY (IS&S Flat Panel Display System), was validated by the FSB on December 1, 2011. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Textron Model 500, 550, S550, 560 TO RELATED AIRCRAFT: Textron Model 500, 550, S550, 560 STC NO. ST02739NY (IS&S Flat Panel Display System)	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Engine Start	Engine Instruments Replaced.	No	Yes	C FTD	C
	Takeoff	Avionics system replaces EADI, EHSI, and/or mechanical flight instruments, and engine instruments.	No	Yes	D FFS/AC	D
	Climb Cruise Decent	Avionics system replaces EADI, EHSI, and/or mechanical flight instruments.	No	Yes	D FFS/AC	C
	Instrument Approaches	Avionics system replaces EADI, EHSI, and/or mechanical flight instruments.	No	Yes	D FFS/AC	D
	Landing		No	No		

FROM BASE AIRCRAFT: Textron Model 500, 550, S550, 560 TO RELATED AIRCRAFT: Textron Model 500, 550, S550, 560 STC NO. ST02739NY (IS&S Flat Panel Display System)	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Normal Procedures	Normal Procedures were revised.	No	Yes	C FTD	C
	Abnormal Procedures	Abnormal Procedures were revised.	No	Yes	D FFS/AC	C
	Emergency Procedures	Emergency Procedures were revised.	No	Yes	D FFS/AC	C
	In-Flight Maneuvers	Avionics system replaces EADI, EHSI, and/or mechanical flight instruments.	No	Yes	D FFS/AC	C

This Design Differences Table, from the Textron Model 550 (550-0001 thru 550-0505 and 550-0550 thru 550-0800) to the Textron Model 550 (550-0001 thru 550-0505 and 550-0550 thru 550-0800) with EFI-890R (STC No. ST03947AT), Textron Model 550 with Master Caution Panel with LED Lighting (STC No. ST03948AT) and Textron Model 550 with Advanced Digital Audio Management System (STC No. ST03946AT), validated by the FSB on December 16, 2011. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800) TO RELATED AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800) w/ EFI-890R (STC No. ST03947AT), Textron Model 550 w/ Master Caution Panel w/ LED Lighting (STC No. ST03948AT) & Textron Model 550 w/ Advanced Digital Audio Management System (STC No. ST03946AT)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Flight Deck	EFI-890R Avionics System replaces EADI, EHSI, and or mechanical flight and engine instruments.	No	Yes	C FTD	C

<p>FROM BASE AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800)</p> <p>TO RELATED AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800) w/ EFI-890R (STC No. ST03947AT), Textron Model 550 w/ Master Caution Panel w/ LED Lighting (STC No. ST03948AT) & Textron Model 550 w/ Advanced Digital Audio Management System (STC No. ST03946AT)</p>	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Instrument Panel Layout	<p>Three flat panel display EFIS whereby two PFDs replace mechanical flight instruments.</p> <ul style="list-style-type: none"> • MFD replaces mechanical engine instrumentation. • Dual Rockwell Collins AHRS AHS-3000 units installed. • Audio System replaces existing electromechanical audio system. • Electromechanical standby instruments replaced by GH-3100 electronic standby instrument system. Existing audio control system removed. • Orbitz Avionics Communications System replaces existing audio system. • Master caution panel upgraded using LED annunciator assemblies and relocated. 	No	Yes	C FTD	C

FROM BASE AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800) TO RELATED AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800) w/ EFI-890R (STC No. ST03947AT), Textron Model 550 w/ Master Caution Panel w/ LED Lighting (STC No. ST03948AT) & Textron Model 550 w/ Advanced Digital Audio Management System (STC No. ST03946AT)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	34 Navigation	Avionics System replaces EADI, EHSI, and or mechanical flight instruments. FMS is upgraded but remains nearly the same as baseline aircraft.	No	Yes	D FFS/AC	D
	77 Engine Indicating	Engine Instruments incorporated into electronic displays.	No	Yes	C FTD	C

This Maneuver Differences Table, from the Textron Model 550 (550-0001 through 550-0505 and 550-0550 through 550-0800) to the Textron Model 550 (550-0001 through 550-0505 and 550-0550 through 550-0800) with EFI-890R (STC No. ST03947AT), Textron Model 550 with Master Caution Panel with LED Lighting (STC No. ST03948AT) and Textron Model 550 with Advanced Digital Audio Management System (STC No. ST03946AT), validated by the FSB on December 16, 2011. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800)	TO RELATED AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800) w/ EFI-890R (STC No. ST03947AT), Textron Model 550 w/ Master Caution Panel w/ LED Lighting (STC No. ST03948AT) & Textron Model 550 w/ Advanced Digital Audio Management System (STC No. ST03946AT)	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
		Preflight	EFI-890R cockpit preflight procedures.	No	Yes	B	B
		Engine Start	Electronic engine instrument displays.	No	Yes	C FTD	C

FROM BASE AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800) TO RELATED AIRCRAFT: Textron Model 550 (550-0001 THRU 550-0505 & 550-0550 Thru 550-0800) w/ EFI-890R (STC No. ST03947AT), Textron Model 550 w/ Master Caution Panel w/ LED Lighting (STC No. ST03948AT) & Textron Model 550 w/ Advanced Digital Audio Management System (STC No. ST03946AT)						
	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	After Start and Taxi	EFI-890R checklist procedures.	No	Yes	C FTD	B
	Takeoff	EFI-890R display setup, V-speeds, PFD/MFD reference for takeoff.	No	Yes	D FFS/AC	D

FROM BASE AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800) TO RELATED AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800) w/ EFI-890R (STC No. ST03947AT), Textron Model 550 w/ Master Caution Panel w/ LED Lighting (STC No. ST03948AT) & Textron Model 550 w/ Advanced Digital Audio Management System (STC No. ST03946AT)	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	RTO or V ₁ Failure	PFD airspeed and attitude reference and MFD engine indications.	No	No	C FTD	B
	Takeoff	Avionics system replaces EADI, EHSD, and or mechanical flight instruments and engine instruments.	No	Yes	D FFS/AC	D

FROM BASE AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800) TO RELATED AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800) w/ EFI-890R (STC No. ST03947AT), Textron Model 550 w/ Master Caution Panel w/ LED Lighting (STC No. ST03948AT) & Textron Model 550 w/ Advanced Digital Audio Management System (STC No. ST03946AT)						
	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Climb Cruise Descent	Interpretation of PFD/MFD/Flight Director, Low-speed awareness, Navigation, and Nav sources.	No	Yes	D FFS/AC	D
	Instrument Approaches	Approach selection activation, Flight Director use, LNAV/VNAV, and LPV approach procedures.	No	Yes	D FFS/AC	D

FROM BASE AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800) TO RELATED AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800) w/ EFI-890R (STC NO. ST03947AT), Textron Model 550 w/ Master Caution Panel w/ LED Lighting (STC No. ST03948AT) & Textron Model 550 w/ Advanced Digital Audio Management System (STC No. ST03946AT)						
	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Landing	PFD Instrument Reference and setting V-speeds.	No	Yes	C FTD	B
	Normal Procedures	AFMS Procedures for EFI-890R display system. TCAS and TAWS.	No	Yes	C FTD	C
	Abnormal Procedures	AFMS Procedures for EFI-890R display system. TCAS and TAWS.	No	Yes	D FFS/AC	D

FROM BASE AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800) TO RELATED AIRCRAFT: Textron Model 550 (550-0001 Thru 550-0505 & 550-0550 Thru 550-0800) w/ EFI-890R (STC No. ST03947AT), Textron Model 550 w/ Master Caution Panel w/ LED Lighting (STC No. ST03948AT) & Textron Model 550 w/ Advanced Digital Audio Management System (STC No. ST03946AT)						
	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Emergency Procedures	AFMS Procedures for EFI-890R display system. TCAS and TAWS.	No	Yes	D FFS/AC	D
	In-Flight Maneuvers	Maneuvers affected by PFD Flight instruments. (Steep turns, stalls, low speed awareness, Flight Director, navigation).	No	Yes	D FFS/AC	D

This Design Differences Table, from the Textron Model 500/501/550/551/S550 with SPZ-500 AFCS to the Textron Model 500/550/S550 with G600 STC No. ST01395WI, was validated by the FSB on August 18, 2011. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Textron Model 500/501/550/551/ S550 with SPZ-500 AFCS TO RELATED AIRCRAFT: Textron Model 500/550/S550 with G600 STC No. ST01395WI	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Avionics	Garmin G600 System replaces individual attitude, heading, airspeed, altitude, and VS instruments. The G600 System integrates with the existing SPZ-500 Flight Director/autopilot.	No	Yes	B	B
	Flight Deck	G600 replaces individual attitude, heading, airspeed, altitude and VS instruments using a flat panel liquid crystal display (LCD). G600 integrates with the existing SPZ-500 Flight Director/autopilot.	No	Yes	C FTD	C
	Instrument Panel Layout	G600 PFD/MFD replaces primary flight instruments.	No	Yes	C FTD	C

FROM BASE AIRCRAFT: Textron Model 500/501/550/551/S 550 with SPZ-500 AFCS TO RELATED AIRCRAFT: Textron Model 500/550/S550 with G600 STC No. ST01395WI	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	22 Autoflight	No Change.	No	No		
	23 Communications	No Change.	No	No		
	34 Navigation	Garmin G620 PFD/MFD replaces pilot original Attitude Direction Indicator (ADI), HSI, Mach/Airspeed, Altimeter, Radio Magnetic Indicator (RMI), Vertical Speed Indicators (VSI), Pilot Radio Altimeter, indicator and Radar Display.	No	Yes	D FFS/AC	D
	34 Navigation	Garmin Synthetic Vision Technology.	No	Yes	D FFS/AC	D
	34 Navigation	Single GRS-77 AHRS.	No	Yes	C FTD	C
	34 Navigation	Pilot PFD/MFD Integrated Controls (bezel buttons).	No	Yes	C ICBT	C
	34 Navigation	Pilot PFD/MFD Navigation Source Integrated Controls (bezel buttons) added.	No	Yes	C ICBT	C

This Maneuver Differences Table, from the Textron Model 500/501/550/551/S550 with SPZ-500 AFCS to the Textron Model 500/550/S550 with G600 STC No. ST01395WI, validated on August 18, 2011 by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Textron Model 500/501/550/551/ S550 with SPZ-500 AFCS TO RELATED AIRCRAFT: Textron Model 500/550/S550 with G600 STC No. ST01395WI	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Preflight	G600 Cockpit preflight procedures.	No	Yes	C FTD	B
	Engine Start	No Change.				
	After Start and Taxi	AFMS Procedures for G600.	No	Yes	C ICBT	C
	Takeoff	Reference for Airspeed and Attitude. G600 PFD/MFD for takeoff.	No	Yes	D FFS/AC	D
	RTO/V ₁ Fail	PFD Reference for Airspeed and Attitude.	No	Yes	D FFS/AC	D
	Climb Cruise Descent	Flight Director use, Low-speed awareness, altitude alerter, use of navigation sources.	No	Yes	D FFS/AC	D

FROM BASE AIRCRAFT: Textron Model 500/501/550/551/ S550 with SPZ-500 AFCS TO RELATED AIRCRAFT: Textron Model 500/550/S550 with G600 STC No. ST01395WI	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	In-Flight Maneuvers	Maneuvers affected by PFD Flight instruments, Steep Turns, and Stalls. Low-speed awareness Flight Director and navigation.	No	Yes	D FFS/AC	D
	Instrument Approaches	PFD Flight Instrument and navigation selection.	No	Yes	D FFS/AC	D
	Landing	PFD Flight Instruments, Set V-speed.	No	Yes	D FFS/AC	D
	Shutdown	No Change.				
	Normal Procedures	AFMS Procedures for G600.	No	Yes	C FTD	B
	Abnormal Procedures	AFMS Procedures for G600.	No	Yes	C FTD	B
	Emergency Procedures	AFMS Procedures for G600.	No	Yes	C FTD	B

This Design Differences Table, from the Textron Model 500/501/550/551/S550 with G950/G1000/G600 installed to the Textron Model 500/550/S550 with G600 STC No. ST01395WI, was validated by the FSB on August 18, 2011. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Textron Model 500/501/550/551/ S550 with G950/G1000/ G600 installed TO RELATED AIRCRAFT: Textron Model 500/550/S550 with G600 STC No. ST01395WI	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Avionics	Garmin G600 System is PFD/MFD installation. The G600 System integrates with the existing Flight Director/autopilot.	No	Yes	B	B
	Flight Deck	G600 may incorporate previously individual functions and controls.	No	Yes	C FTD	C
	Instrument Panel Layout	G600 PFD/MFD replaces primary flight instruments.	No	Yes	C FTD	C

FROM BASE AIRCRAFT: Textron Model 500/501/550/551/ S550 with G950/G1000/ G600 installed TO RELATED AIRCRAFT: Textron Model 500/550/S550 with G600 STC No. ST01395WI	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	22 Autoflight	Autoflight Mode Controls may change.	No	Yes	C FTD	C
	23 Communications	Nav/Comm/GPS may be GIA-63, Garmin Touchscreen Navigators (GTN), or Garmin Navigation Systems.	No	Yes	B	A
	34 Navigation	Garmin G620 PFD/MFD replaces previous PFDs.	No	Yes	C FTD	C
	34 Navigation	Garmin Synthetic Vision Technology.	No	Yes	C FTD	C
	34 Navigation	Single GRS-77 AHRS.	No	Yes	B	B
	34 Navigation	Pilot PFD/MFD Integrated Controls (bezel buttons).	No	Yes	C ICBT	C
	34 Navigation	Pilot PFD/MFD Navigation Source Integrated Controls (bezel buttons) added.	No	Yes	C ICBT	C

This Maneuver Differences table, from the Textron Model 500/501/550/551/S550 with G950/G1000/G600 installed to the Textron Model 500/550/S550 with G600 STC No. ST01395WI, was validated by the FSB on August 18, 2011. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Textron Model 500/501/550/551/ S550 with G950/G1000/ G600 installed TO RELATED AIRCRAFT: Textron Model 500/550/S550 with G600 STC No. ST01395WI	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Preflight	G600 Cockpit preflight procedures.	No	Yes	C FTD	C
	Engine Start	Engine instruments may change.	No	Yes	B	B
	After Start and Taxi	AFMS Procedures for G600.	No	Yes	C ICBT	C
	Takeoff	Reference for Airspeed and Attitude. G600 PFD/MFD for takeoff.	No	Yes	C FTD	B
	RTO/V ₁ Fail	No Change.				
	Climb Cruise Descent	Flight Director use, Low-speed awareness, altitude alerter, use of navigation sources.	No	Yes	C FTD	B

FROM BASE AIRCRAFT: Textron Model 500/501/550/551/ S550 with G950/G1000/ G600 installed TO RELATED AIRCRAFT: Textron Model 500/550/S550 with G600 STC No. ST01395WI	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	In-Flight Maneuvers	Maneuvers affected by Flight Director and navigation mode control.	No	Yes	C FTD	B
	Instrument Approaches	PFD Flight Instrument and navigation selection.	No	Yes	C FTD	B
	Landing	PFD, Set V-speeds.	No	Yes	B	A
	Shutdown	No Change.				
	Normal Procedures	AFMS Procedures for G600.	No	Yes	C FTD	C
	Abnormal Procedures	AFMS Procedures for G600.	No	Yes	C FTD	B
	Emergency Procedures	AFMS Procedures for G600.	No	Yes	C FTD	B

APPENDIX 4. EFB OPERATIONAL EVALUATION FOR CESSNA MODELS 500, 550, S550, AND 560 AIRCRAFT MODIFIED BY IS&S STC NO. ST02739NY

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 EFB applications. As described in AC 120-76, Authorization for Use of Electronic Flight Bags (current edition), the IS&S Avionics System with an optional Electronic Chart Server Unit configured for electronic charts and/or satellite weather is certified Class 3 EFB Hardware and Type C applications.

2. Suitability Determination

The EFB evaluation determined IS&S Avionics System with an optional Electronic Chart Server Unit configured for electronic charts are suitable as one source, for electronic display of airport diagrams, approach plates, arrival procedures, and departure procedures. Since chart information cannot be displayed while on emergency power or in the event of certain avionics failures, a second suitable source is required. Airplane Flight Manual Supplement (AFMS) limitations must be complied with regarding use of an Optional Electronic Chart Server Unit configured for electronic charts or satellite weather data.

3. Specifications for Training

As a minimum, the crew should use the EFB Electronic Chart functions to display airport depiction charts, departure procedures, arrival procedures, and approach charts. If configured for satellite weather data, pilots should be proficient in using all weather data functions available.

4. Specification for Checking

Recommended tasks include demonstrating competency using Electronic Chart functions to display departures, arrivals, and approaches during normal, abnormal and emergency procedures. If configured for satellite weather data, pilots should demonstrate proficiency using all weather data functions available utilizing the graphical weather text functions, if configured for satellite weather data.

5. Specification for Currency

Recommended tasks include demonstrating competency in using Electronic Chart functions to display departures, arrivals, approaches, and weather data functions, if configured.

