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Cessna 750 **CE-750**

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RECORD OF REVISIONS

Revision Number	Sections	Pages Affected	Date
(Original)	All	All	10/08/1996
Revision 1	All	All	01/14/2015
Revision 2	1,1, 1.4, 1.6, 1.7, 1.9, 2.2, 3.1.3, 3.1.5, 3.1.6, 5.1.2, 5.1.3, 5.2.4, 5.2.5, 5.3, 5.5.2 5.5.4, 5.6.1, 5.6.5, 6.1.3, 6.2.1, 6.2.2 6.2.3, 6.3, 7.2.2 thru 7.2.8, 8.1, 8.2.1,8.2.5, 9.1, Appendix 2, 4 and 6	5, 6, 8-11, 14-23, 27, 37, 38, 41, 42 and 46	08/30/2016

HIGHLIGHTS OF CHANGE

Original Issue	Established Type Rating
Revision 1	Revised entire report, added EFB evaluation, MDR tables, and ODR tables Added Garmin 5000 Integrated Flight Suite with Synthetic Vision, and Differences Training requirements.
Revision 2	Revised 1,1, 1.4, 1.6, 1.7, 1.9, 2.2, 3.1.3, 3.1.5, 3.1.6, 5.1.2, 5.1.3, 5.2.4, 5.2.5, 5.3, 5.5.2 5.5.4, 5.6.1, 5.6.5, 6.1.3, 6.2.1, 6.2.2 6.2.3, 6.3, 7.2.2 thru 7.2.8, 8.1, 8.2.1,8.2.5, 9.1, Appendix 2, 4 and 6

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1. PURPOSE AND APPLICABILITY

1.1 Primary Purpose. The primary purpose of this report is to specify Federal Aviation Administration (FAA) master training, checking and currency requirements applicable to flight crews operating Cessna Model 750 (CE-750) aircraft. This report can assist Title 14 Code of Federal Regulation (14 CFR) part 91 subpart K (91K) fractional ownership program, part 135 air carrier operators and part 142 training centers in the development and approval of the training programs by their Principal Operations Inspector (POI) and FAA Training Center Program Managers (TCPM).

Note: All regulatory references within this report are found in 14 CFR, unless otherwise indicated.

The guidelines in this report also apply to operations inspectors, Aircrew Program Managers (APM), 14 CFR part 135 air carrier check pilots and instructors, airline transport pilots instructing in air transportation service, certificated flight and ground instructors, aircrew program designees, Training Center Evaluators (TCE), and parts 61, 135, 141 and 142 training providers.

Provisions of this report:

- a) Identify Pilot "type rating" requirements assigned to the CE-750,
- b) Describe any unique requirement applicable to initial, transition, upgrade, or recurrent training,
- c) Describe "Master Difference Requirements (MDR)" for flight crews requiring differences qualification for mixed-fleet-flying or transition,
- d) Provide examples of acceptable "Operator Difference Requirements (ODR)" tables,
- e) Describe acceptable training program and training device characteristics when necessary to establish compliance with applicable MDR table,
- f) Identify checking and currency standards to be applied by FAA or operators,
- g) Report Electronic Flight Bag (EFB) evaluations, and
- h) Provide a listing of regulatory compliance status (compliance checklist) for the pertinent 14 CFR, Advisory Circulars (AC), and other operationally related criteria that was reviewed and evaluated by the Aircraft Evaluation Group (AEG).

1.2 This report addresses CE-750 series aircraft as specified in the FAA Type Certificate Data Sheet (TCDS) #T00007WI. This report is applicable to all training and checking in the aircraft as well as currency and experience requirements.

1.3 The provisions of this Flight Standardization Board (FSB) report are effective until amended, superseded, or withdrawn by subsequent revisions to this report.

1.4 Determinations made in this report are based on the evaluations of specific CE-750 aircraft equipped in a given configuration and in accordance with current regulations and guidance. Modifications and upgrades made to the models described herein, or introduction of new related aircraft, may require amendment of the findings in this report. The FSB Chair reserves the responsibility/authority to re-evaluate and modify sections of this report based on new or revised Advisory Circular material or revisions to parts 91, and 135, aircraft operating experience, or the testing of new or modified aircraft under the provisions of AC 120-53, Guidance for Conducting and Use of Flight Standardization Board Evaluations, as amended.

1.5 Relationship between this FSB report and an AQP program. Differences between this FSB report and an operator's proposed training, checking, and currency requirements under an Advanced Qualification Program (AQP), must be justified and documented as part of the applicant's AQP approval process. Program approvals under AQP need to ensure the basic provisions and requirements of this report have been addressed and, where necessary, coordination with the appropriate Flight Standardization Board has been completed.

1.6 Terminology. The term "must" is used in this FSB report and certain MDR footnotes, if used, even though it is recognized that this report (as well as AC 120-53, on which it's based) provides one acceptable means, but not necessarily the only means of compliance with part 91K or part 135. The term "must" acknowledges the need for operators to fully comply with this FSB report and MDR and ODR provisions of AC 120-53, are to be used by the operator as the means of complying with part 91K and part 135.

1.7 This report includes:

- a) Minimum training, checking, and currency requirements for operator programs for approval by FAA field offices, (e.g. MDRs, Type Rating designations, etc.),
- b) General advisory information which may be approved for that operator (e.g. MDR footnotes, acceptable ODR tables),
- c) Information which is used to facilitate FAA review of an aircraft type or related aircraft that is proposed for use by an operator (e.g. compliance checklist), and
- d) Requirement for Inspectors and Designees/Check Pilots to receive initial and recurrent training on both CE-750 (#0001 thru 0313) and CE-750 (#0501 and On), to administer checks.

Various sections of this report are qualified as to whether compliance (considering the provisions of AC 120-53) is required or is advisory in nature.

1.8 This report also provides:

Information which is advisory in nature, but may be mandatory (under 14 CFR part 91K Management Specifications or part 135 operations specifications for particular operators) if the designated configurations apply and if approved for that operator.

1.9 Relevant acronyms are defined as follows:

14 CFR	Title 14, Code of Federal Regulations
AC	Advisory Circular
ACO	Aircraft Certification Office
ADS	Automatic Dependent Surveillance
AEG	Aircraft Evaluation Group
AFM	Airplane Flight Manual
AFS	Flight Standards Service
ANP	Actual Navigation Performance
APD	Aircrew Program Designee
AP	Autopilot
APM	Aircrew Program Manager
AQP	Advanced Qualification Program
ASI	Aviation Safety Inspector
AT	Automatic Thrust System
ATD	Aviation Training Device
ATP	Airline Transport Pilot
CAT II	ILS Category II Instrument Approach
CCD	Cursor Control Device
CFR	Code of Federal Regulations
CHDO	Certificate Holding District Office
CNS	Communications, Navigation, and Surveillance
CPDLC	Controller Pilot Data Link Communication
DC	Display Controller
DP	Departure Procedure
EFB	Electronic Flight Bag
EFIS	Electronic Flight Instrument System
EGPWS	Enhanced Ground Proximity Warning System
EICAS	Engine Indicating and Crew Alerting System
FAA	Federal Aviation Administration
FADEC	Full Authority Digital Engine Control
FANS	Future Air Navigation Systems
FFS	Full Flight Simulator
FGS	Flight Guidance System
FMA	Flight Mode Annunciator

FMS	Flight Management System
FSB	Flight Standardization Board
FSTD	Flight Simulation Training Device
FTD	Flight Training Device
GTC	Garmin Touchscreen Controller
IPT	Integrated Procedures Trainer
IMC	Instrument Metrological Conditions
IRS	Inertial Reference System
LOE	Line Oriented Evaluation
LOFT	Line Oriented Flight Training
MMEL	Master Minimum Equipment List
MCDU	Multi-Function Control Display Units
MDR	Master Differences Requirements
MFD	Multi-Function Display
MFF	Mixed Fleet Flying
MKC-AEG	Kansas City Aircraft Evaluation Group
NSP	National Simulator Program
ODR	Operator Differences Requirements
PF	Flying Pilot
PFD	Primary Flight Display
PIC	Pilot in Command
PM	Pilot Monitoring
POI	Principal Operations Inspector
PTS	Practical Test Standard
QRH	Quick Reference Handbook
RFMU	Radio Frequency Management Unit
RVSM	Reduced Vertical Separation Minimum
SIC	Second-in-Command
SIT	Systems Integration Training
SOE	Supervised Operating Experience
STAR	Standard Terminal Arrival Route
SU - Stand Up	Instruction (traditional classroom instruction).
SVS	Synthetic Vision System
TAWS	Terrain Awareness and Warning System
TCAS	Traffic Alert and Collision Avoidance System
TCDS	Type Certificate Data Sheet
TCE	Training Center Evaluator
TCPM	Training Center Program Manager
VMC	Visual Metrological Conditions
VNAV	Vertical Navigation
V ₁	Takeoff Decision Speed
V _R	Takeoff Rotation Speed
V ₂	Takeoff Safety Speed

V_{REF}	The airspeed equal to the landing 50-foot point speed ($1.23 V_{SR0}$) with flaps 35° and landing gear extended.
91K	14 CFR Part 91 Subpart K

2. PILOT "TYPE RATING" REQUIREMENTS

2.1 Pilot-In Command Type Rating. In accordance with the provisions of parts 1, 61, 91, 91K and 135, the specific pilot type rating assigned to the CE-750 aircraft is designated "CE-750"

2.2 Second-In-Command (SIC) Type Rating. In accordance with the provisions of § 61.55, FAA Order 8900.1 Volume 5 Chapter 2, a SIC Privileges Only type rating can be issued as "CE-750" with Limitation for "CE-750 SIC Privileges Only".

3. "MASTER DIFFERENCE REQUIREMENTS" (MDR)

3.1 Common Requirements (All CE-750).

3.1.1. Autopilot Engage Altitudes. As referenced by approved AFMs, the CE-750 has specifically been evaluated for autopilot suitability for engagement at or above 400 feet AGL during Takeoff, Climb and Missed Approach for CE-750 (#0501 and On) aircraft. Autopilot engaged takeoff is not authorized.

3.1.2. Minimum Altitude for Autopilot Use/Non-Precision Approaches. The CE-750 has specifically been evaluated for autopilot suitability for continued use during non-precision approaches to an altitude of not less than 400 feet AGL CE-750 (#0001 thru 0313) and 200 feet AGL for CE-750 (#0501 and On).

3.1.3 Landing Minima Categories § 97.3. The CE-750 is considered Category "C" aircraft for the purposes of determining normal "straight-in" landing weather minima. This is based on the maximum certificated landing weight V_{ref} for flaps "Full". For circling approaches, flaps "Full" is the recommended flap position. The minimum indicated airspeed is $V_{ref} + 10$ for the selected flap position and the actual gross weight of the aircraft, plus any additional speed additives for the conditions during the approach, until aligned with the landing runway. If operating at a speed in excess of the upper limit of the speed range for the aircraft's category, the minimums for the higher category must be used.

3.1.4 Normal "Final Landing Flap Setting". The normal "final landing flap setting" per § 91.126(c) is considered to be "Full" for all CE-750 aircraft.

3.1.5 No Flap Approaches. No-flap approaches are not waived. Due to system design, during aircraft training and checking, it is more appropriate to train and check pilots in a Flaps 0/Slats Extended configuration to a rejected landing at approximately 50 feet. There is no limit on training and checking in a Full Flight Simulator.

3.1.6 Full Flap Non-Precision Approaches. It should be noted that it is the normal practice to execute non-precision instrument approaches and the circling maneuver with flaps "Full".

3.1.7 Approach to Stalls. For aircraft CE-750 (#0001 thru 0313) approach to stall training and checking may be completed in a Full Flight Simulators (FFS) or the aircraft , CE-750 (#0501 and On) approach to stall training and checking is limited to Full Flight Simulators (FFS) due to Autothrust system design.

3.2 Master Difference Requirements.

3.2.1 Requirements for particular CE-750 Related Aircraft Combinations. Master Difference Requirements (MDRs) for related aircraft of the CE-750 are shown in Appendix 1. These provisions apply when differences between related aircraft exist which affect flight crew knowledge, skills, or abilities related to flight safety (e.g., Level A or greater differences as defined in AC 120-53, as amended).

3.2.2 MDR Footnotes. Footnotes to MDR requirements define acceptable "required means" or "alternate means" of compliance. A footnote can indicate requirements that are less restrictive than the basic designation, or more restrictive than the basic designation, depending on the significance of the differences between related aircraft.

4. "OPERATOR DIFFERENCE REQUIREMENTS" (ODR) TABLES

4.1 ODR Tables. ODR tables are developed by each individual part 91K and part 135 operator when differences exist which affect crew qualification. ODR tables are used to show an operator compliance methods. Detailed generic sample ODR tables are on file with the Kansas City AEG. Copies are available on request. These ODR tables are provided as generic tables, and therefore may not include items that are applicable to particular operators.

4.2 Operator Preparation of ODR Tables. Operators flying a "mixed fleet" of CE-750 (#0001 thru 0313) and CE-750 (#0501 and On) aircraft must have approved ODR tables pertinent to their fleet. The POI should coordinate this action with the FSB Chair, AFS-200 and AFS-800 (as appropriate).

4.3 ODR Table Coordination. Unless identical or equivalent ODR tables have been previously approved by the FAA, new ODR tables proposed by operators should be coordinated with the FSB prior to FAA approval and implementation. FSB coordination ensures consistent treatment

of related CE-750 aircraft between various operators, and compatibility of each ODR table with MDR provisions.

4.4 ODR Table Distribution. Original FAA approved ODR tables are to be retained by the operator. Copies of FAA approved ODR tables are to be retained by the Certificate Holding District Office (CHDO) and should be provided to the CE-750 FSB Chair at the Kansas City Aircraft Evaluation Group (AEG).

5. FSB SPECIFICATIONS FOR TRAINING

5.1 General

5.1.1 Assumptions Regarding Airmen's Previous Experience. The provisions of this Section apply to programs for airmen who have experience in part 91K or part 135 operations, former military, commuter or corporate pilots and multi-engine transport turbojet aircraft, including glass cockpit and FMS experience. For airmen not having this experience, additional requirements may be appropriate as determined by the POI, TCPM, FSB, and/or AFS-200/800.

5.1.2 Training for Seat Dependent Tasks. Accomplishment of certain tasks, procedures, or maneuvers requires training of a crewmember for a particular crew position (e.g. captain, first officer, international relief officer, check pilot, etc.). Training programs should recognize and address the necessary seat/position related tasks for the applicable crewmember. Accordingly, training programs should address seat dependent tasks or maneuvers to the extent necessary to satisfy crew qualification objectives and should be in accordance with ODR tables when applicable.

5.1.3 Second-In-Command Training Tasks. Flight Crews qualify to serve as SIC must accomplish certain tasks, procedures or maneuvers for the SIC crew position. Training programs should address all training elements of the 14 CFR Parts 61, 91, and 135 in accordance with FAA Order 8900.1. SIC Pilot Type Rating may be issued in accordance with 14 CFR Part 61 provided training required by the pertinent CFRs and FAA Order 8900.1, including tasks stipulated by this report, are completed.

5.1.4 Future Air Navigation Systems (FANS)/RNP/ANP/CNS/CPDLC/ADS. Flight Crews operating aircraft equipped with FANS software should receive appropriate instruction in its general operational functions, appropriate uses for areas of operation, routes, or procedures to be flown. General training should address communications, navigation, and surveillance (CNS) functions covered by FANS, RNP, and ANP. In addition, sufficient training in use of data link communication and Automatic Dependent Surveillance (ADS) to ensure adequate knowledge, skill, and proficiency for flight crews to operate the above system(s) in typical daily operations (requiring their use) should be provided.

5.2 Pilots Initial, Transition and Upgrade Training

5.2.1 Pilots Initial, Transition and Upgrade Ground Training. Initial, transition, or upgrade ground training for the CE-750 is accomplished as specified by §§ 61.155, 91.1101 and 135.345.

5.2.2 Pilots Initial, Transition and Upgrade Flight Training. Initial, transition, or upgrade flight training for the CE-750 is accomplished as specified by §§ 61.157, 91.1103 and 135.347.

5.2.3 Crewmember Emergency Training. Crewmember emergency training should be conducted for the CE-750 in accordance with part 61, part 91K and part 135. The objective of emergency training for the CE-750 aircraft is to provide crewmembers with the necessary knowledge concerning emergency equipment, situations, and procedures, to ensure implementation of the correct actions in the event of an emergency.

Emergency training consists of instruction on the location, function, and operation of emergency equipment that is different in each related aircraft of the CE-750 and from other aircraft in the operator's fleet. Where emergency equipment is common, instruction may be adjusted for crewmembers qualified and current on this equipment, provided records are available which demonstrate that crewmembers meet §§ 91.1083 or 135.331 requirements. For example, if the fire extinguishers are common to fire extinguishers on other aircraft in the operator's fleet, training may be simultaneously credited for both aircraft. Conversely, for equipment that is unique to the CE-750, training on the emergency equipment for each related aircraft is required. Emergency training also consists of instruction in crewmember emergency assignments and procedures including crew coordination and communication, the handling of emergency or other unusual situations, and emergency performance and observation drills that are specific to each related aircraft of the CE-750.

In accordance with §§ 91.1083, 135.331 and FAA Order 8900.1, Volume 3, Chapter 19, Section 4, emergency training requirements refer to two types of training: "general" emergency training and "aircraft-specific" emergency training. General emergency training is instruction on those emergency items that are common to all CE-750 aircraft in the operator's fleet, e.g., instruction on fire extinguishers and firefighting procedures, if common to all aircraft. Aircraft-specific emergency training is training on those items that are specific to the CE-750 aircraft.

As part of an approved training program, an operator may use many methods when conducting aircraft-specific emergency training, including classroom instruction, pictures, videotape, and ground training devices, computer-based instruction, and static aircraft training.

There are no specified training program hours for Crewmember Emergency Training. A chart addressed in FAA Order 8900.1 Volume 3, Chapter 19, Section 4, table 3-47 provides "National Norms" for the approval of the general emergency training program hours. The complexity of the different related aircraft of the CE-750 and the complexity of the type of operation to be conducted should be considered when approving the CE-750 aircraft-specific emergency training.

5.2.4 Areas of Emphasis. The following areas of emphasis should be addressed during ground and flight training:

Ground training in the following subjects for the CE-750 is required:

- a) Crew Resource Management
- b) Cockpit Familiarization
- c) Aircraft General Description (Interior/Exterior)
- d) Review of the AFM and Operating Manuals to include Normal & Abnormal Procedures and Limitations
- e) Lighting Systems
- f) EICAS (Engine Indicating and Crew Alerting System)
- g) Powerplant
- h) Fire Protection System
- i) Electrical System
- j) Fuel System
- k) Hydraulic System
- l) Landing Gear, Power/Anti-skid Brake Systems
- m) Flight Controls
- n) Pneumatics
- o) Air Conditioning System
- p) Ice & Rain Protection Systems
- q) Oxygen System
- r) Pressurization System
- s) Preflight Procedures
- t) PFD and MFD Displays & Controls and Avionics Systems (Primus 2000 vs G5000)
- u) Flight Management System (FMS)
- v) Systems Integration Training
- w) MMEL Procedures
- x) Introduction to Performance
- y) Weight & Balance Procedures
- z) Aircraft Performance Procedures and Limitations
- aa) Automatic Flight Control System and Autothrust
- bb) High Altitude Operations
- cc) Electronic Flight Bag (EFB)

Particular emphasis should be placed upon takeoff and landing performance. The definitions of and the significance of: V_1 , V_R , V_2 , and V_{ref} , should be thoroughly explained. The determination of maximum takeoff and landing weight due to climb capability, obstacle clearance requirements, and brake energy limits should be thoroughly understood by the student.

Flight training for the CE-750: Flight Training should focus on the following events or maneuvers:

- a) Exterior inspection.
- b) Cockpit/Cabin Familiarization.
- c) Systems Tests and Checks.
- d) Multiple approaches requiring reprogramming of approaches into the avionics system.
- e) Stall Prevention to first indication of stall (with and without Autothrust available, #0501 and On).
- f) No Flap Landing Procedures.
- g) Normal Procedures.
- h) Abnormal Procedures.
- i) Emergency Procedures to include an ILS approach simulating using only Emergency power.
- j) Flight Operations in the Reversionary Display Modes.
- k) VMC and IMC approaches (with and without Synthetic Vision, #0501 and On)
- l) Engine failure, after V_1 and/or missed approach (with and without Autothrust, #0501 and On).
- m) Accomplishment of the Landing with Flight Control Manual Reversion Emergency procedure (FFS Only).
- n) Crosswind landing approaching Maximum Demonstrated Component.
- o) Slats only Approach and Landing (Landing, FFS only).

5.2.5 Training for Seat Dependent Tasks. Accomplishment of certain tasks, procedures, or maneuvers require training of a crewmember for a particular crew position (i.e. captain, first officer, check pilot, etc.). Training programs should recognize and address the necessary seat/position related tasks for the applicable crewmember. Accordingly, training programs should address seat dependent tasks or maneuvers to the extent necessary to satisfy crew qualification objectives, and IAW ODR tables when applicable.

5.2.6 Second-In-Command Crew Training. SIC crew training is accomplished as specified in § 61.55. Training programs should address tasks stipulated in FSB Specifications for Training; Areas of Emphasis, Training for Seat Dependent Tasks and SIC Crew Training are accomplished.

5.3 Differences Training. Differences Training for CE-750 (#0001 thru #0313) base to CE-750 (#0501 and On) variation and Differences Training for CE-750 (#0501 and On) base to CE-750 (#0001 thru #0313) variation refer to Appendix 4.

5.3.1 General. Unless an initial or transition program is completed for each related aircraft, differences training is necessary for each related aircraft or type, as provided in MDR and ODR tables (reference §§ 91.1103 or 135.347). Detailed generic sample ODR tables may be obtained

through the Kansas City AEG. Copies are available on request. MDR and ODR tables provide guidelines for differences training requirements applicable to particular aircraft equipage.

- a) A Differences Training Program prerequisite is that a trainee has completed initial, upgrade, or transition training in one related aircraft and will receive differences training for the other related aircraft.
- b) When a Differences Training Program involves related aircraft having the same Pilot Type Rating, coverage of differences may be completed either coincident with each phase of an initial, upgrade, or transition training course, or following completion of that training course. The differences training must be consistent with the provisions of the approved applicable MDR/ODR Tables.

5.3.2 Differences Ground Training. Differences ground training is required on the topics applicable to the pertinent related aircraft and is shown by applicable ODR tables.

5.3.3 Differences Flight Training. Difference flight training is required in the topics and maneuvers applicable to the pertinent related aircraft that is shown by applicable ODR tables.

5.4 Recurrent Training:

5.4.1 Recurrent Ground Training. Courses must include appropriate training in accordance with §§ 91.1107 or 135.351 for each related CE-750 aircraft as specified by MDR and ODR tables for differences training.

5.4.2 Recurrent Flight Training. Courses require appropriate maneuvers and procedures identified in §§ 91.1107 or 135.351 or as otherwise described in this report. Maneuvers and procedures must account for differences between each related CE-750 aircraft operated. The ODR table(s) must identify the differences.

5.4.3 Mixed Fleet Operations Recurrent Training Considerations. For mixed fleet flying, Recurrent Training will alternate between CE-750 (#0001 thru #0313) and CE-750 (#0501 and On).

5.5 Operating Experience:

5.5.1 Operating Experience Pertinent to Each Flight Crewmember. Operating experience must be obtained while serving in a primary crew position.

5.5.2 Separate Operating Experience for Single Fleet Operations. Operating experience for the CE-750 will be accomplished in the appropriate variation CE-750 (#0001 thru #0313) or CE-750 (#0501 and On).

5.5.3 Operating experience for Mixed Fleet Flying Operations. Separate operating experience applies to the CE-750 (#0001 thru #0313) and CE-750 (#0501 and On).

5.5.4 Supervised Operating Experience (SOE). SOE required for a PIC Type Rating in accordance with part 61 pilot certification, must be accomplished from the left pilot seat.

5.6 Other Training:

5.6.1 Line Oriented Flight Training (LOFT) Programs. When operators have LOFT programs and operate base and variation CE-750 aircraft, POIs should review LOFT credits to assure suitability for each related CE-750 aircraft.

5.6.2 Instrument Approaches. ILS Category II (CAT II) instrument approach was not evaluated for CE-750 (#0501 and On).

Note: Operators should assure that flight crews are familiar with appropriate use of the flight control automation, including modes to be used, for the types of instrument approaches to be flown. This emphasis is also appropriate for aircraft that do not have certain navigation system sensors, such as ADF, installed.

5.6.3 Long Range/Extended Range/Overwater Flights. Due to criticality of fuel computations, flight crews should be familiar with all aspects of fuel management to include normal and abnormal procedures, published flight planning information, and the manner in which fuel computations are made.

5.6.4 Hazardous Weather and Winter Operations. Proper precautions and procedures regarding hazardous weather/winter operations should be addressed.

5.6.5 Controlled Flight Into Terrain (CFIT). Emphasis on altitude awareness, Ground Proximity Warning Systems (TAWS) warnings, situational awareness and crew coordination.

5.6.6 Reduced Vertical Separation Minimums (RVSM). Operating practices and procedures to include Traffic Alert and Collision Avoidance System (TCAS) alerts and annunciations.

5.6.7 Future Air Navigation Systems (FANS). Instruction in general operational functions, appropriate uses for areas of operation, routes, or procedures to be flown. Training to address Communications, Navigation, and Surveillance (CNS) functions, Required Navigation Performance (RNP), and Actual Navigation Performance (ANP). Training in Controller Pilot Data Link Communication (CPDLC) and Automatic Dependent Surveillance (ADS) to ensure adequate knowledge, skill, and proficiency to operate the above systems in typical daily operations should be provided (when installed).

5.6.8 Training Objective. The objective of both ground and flight training is train to proficiency.

6. FSB SPECIFICATIONS FOR CHECKING

6.1 General

6.1.1 Checking Items. Pertinent knowledge, procedures, and maneuvers specified by part 61, part 91K, part 135 and FAA Airline Transport Pilot and Aircraft Type Rating Practical Test Standards (PTS), document number FAA-S-8081-5F, as amended.

6.1.2 Areas of emphasis. The following areas of emphasis should be addressed during checks as necessary:

- a) Proficiency with manual and automatic flight must be demonstrated.
- b) Proper selection and use of PFD/MFD displays, raw data, flight director, and Flight Guidance System modes should be demonstrated, particularly during instrument approaches.
- c) Demonstration of FMS navigation (departures, arrivals, holds and approaches) proficiency.
- d) Proper outside visual scan without prolonged fixation on FMS operation should be demonstrated, and failure of component(s) of the FMS should be addressed.

6.1.3 No Flap Landings. Demonstration of a No Flap approach and landing during a check is appropriate. In accordance with Order 8900.1 Volume 5, Chapter 3, Section 2, paragraph 5-832, when the flight test is conducted in the airplane in actual flight, a touchdown from a no flap is not required. The approach must be flown to the point where the inspector, check pilot or examiner can determine whether the landing would or would not occur in the touchdown zone.

6.2 Type Ratings

6.2.1 Oral Examinations. When an airman is qualifying in only the CE-750 (#0001 thru #0313) or CE-750 (#0501 and On), oral test items need only address the model for which the test is being conducted.

6.2.2 Practical Tests. Practical tests may follow standard provisions of part 61 and PTS. The satisfactory completion of a practical type rating evaluation in any CE-750 (#0001 thru #0313) or CE-750 (#0501 and On) will meet the requirement for the CE-750 type rating. In order to operate another related aircraft, crewmembers operating under part 91K or part 135 are required to satisfactorily comply with the requirements of the MDR and ODR tables in Appendices 1 and 2. The same requirement should be followed by flight crewmembers operating under part 91.

6.2.3 Application For and Issuance Of Type Ratings. Airmen completing pertinent part 61, part 91K or part 135 requirements in either a CE-750 (#0001 thru #0313) or CE-750 (#0501 and

On) in accordance with FSB requirements described in this report, may apply to the FAA for the CE-750 type rating endorsement. Upon completion of required tests, and submission of an application via Integrated Airman Certification and/or Rating Application (IACRA) or FAA Form 8710-1 (Airman Certification and/or Rating Application), an authorized designee or qualified ASI may issue the necessary pilot certificate with type rating. These checks must be administered by an authorized designee, or ASI who has been qualified on the specific variation of CE-750.

6.3 Competency Checks

6.3.1 General. Competency Checks are administered in accordance with part 61, part 91K or part 135. A proficiency check in either the CE-750 (#0001 thru #0313) or CE-750 (#0501 and On) suffices for the type, provided initial qualification, recurrent qualification and differences are conducted IAW MDR and approved ODR tables for that operator. These checks must be administered by an authorized check pilot or ASI who has been qualified on the specific variation of CE-750. Substitution for Recurrent Flight Training may be granted as specified in §91.1107(c) or 135.351(c), as applicable.

6.3.2 Competency Check for Mixed Fleet Flying. Competency Checks for Mixed Fleet Flying should alternate checks each 6 months for PIC's and annually for SIC's between CE-750 (#0001 thru #0313) and CE-750 (#0501 and On) aircraft. Aircraft differences must be addressed IAW the MDR and approved ODR tables for that operator.

7. FSB SPECIFICATIONS FOR RECENCY OF EXPERIENCE

7.1 Recency of Experience. Each aircraft type is addressed separately unless otherwise approved. Recency of experience must include operation and programming of the FMS/G5000 and use of AFCS/Autopilot for departure, enroute, arrival and approaches.

7.1.1 Takeoff and landing credit. Takeoff and landing performed in CE-750 (#0001 thru #0313) or CE-750 (#0501 and On) are equivalent and may be credited to either aircraft.

7.2 Currency for Mixed Fleet Flying. These are shown in MDR/ODR tables.

7.2.1 Level B Currency. When MDR/ODR specifies Level B Currency, currency is maintained by operating the variation aircraft within the previous 180 days. Currency may be re-established by review of all ODR Level B items identified for the pertinent variation aircraft to include Bulletins, Placards, Memos, Limitation, Operating Procedures and Manual Updates prior to operating the related aircraft. A proficiency check in the variation aircraft or by completing applicable differences training requirements for the variation airplane is also an acceptable means to re-establish currency.

7.2.2 Level C Currency. When MDR/ODR specifies Level C Currency, currency is maintained by operating/flying the variation aircraft through a complete flight cycle (takeoff, departure,

arrival, approach and landing) including an instrument approach procedure within the previous 90 days. Currency may be reestablished by operating the variation aircraft, Full Flight Simulator (FFS), or Level 6-7 Flight Training Device (FTD) with a qualified PIC for a minimum of one complete flight cycle, completing an approved differences course, completing a type rating practical test, completing any of the following checks in the variation aircraft, Flight Simulation Training Device (FSTD) by an authorized Check Pilot, authorized TCE, Designated Examiner, a person qualified by the Administrator or a qualified ASI: §§ 61.57(d), 61.58, 91.1065, 91.1069, 135.293, 135.297, and 135.299. Section 135.299 check must be completed in the variation airplane.

7.2.3 When MDR/ODR specifies Level D Currency, currency is maintained by operating the variation aircraft through 3 complete flight cycles (takeoff, departure, arrival, approach and landing) within the previous 90 days. Currency may be reestablished by operating the variation aircraft, Full Flight Simulator (FFS), with a qualified PIC for a minimum of three complete flight cycles, completing an approved differences course, completing a type rating practical test, completing any of the following checks in the variation aircraft, FFS by an authorized Check Pilot, authorized TCE, Designated Examiner, a person qualified by the Administrator or a qualified ASI: §§ 61.57(d), 61.58, 91.1065, 91.1069, 135.293, 135.297, and 135.299. Section 135.299 check must be completed in the variation airplane.

7.2.4 The currency level for flight crews, who are trained and qualified in both the CE-750 (#0001 thru #0313) and CE-750 (#0501 and On), and who will be operating both CE-750 (#0001 thru #0313) and CE-750 (#0501 and On), a pilot in command (PIC) must:

Within the 6 calendar months preceding the month of the flight, that person performed and logged at least the following tasks and iterations in both the CE-750 (#0001 thru #0313) and CE-750 (#0501 and On):

Six flight cycles, a cycle includes: departure, arrival, and instrument approach, and
Meet the currency requirements of 7.2.1, 7.2.2 and 7.2.3 listed above.

A PIC who is engaged in mixed fleet flying, with the CE-750 (#0501 and On) and another type rated aircraft, need only perform and log six flight cycles in the CE-750 (#0501 and On), and
Meet the currency requirements of 7.2.1, 7.2.2 and 7.2.3 listed above.

7.2.5 Use of a flight simulator (FFS) or flight training device (FTD) for maintaining recency of experience. Within the 6 calendar months preceding the month of the flight, that person performed and logged at least the following tasks and iterations in an FSTD, provided the FSTD represents the CE-750 (#0001 thru #0313) and CE-750 (#0501 and On).

Six flight cycles, a cycle includes: departure, arrival, and instrument approach, and
Meet the currency requirements of 7.2.1, 7.2.2 and 7.2.3 listed above.

A PIC who is engaged in mixed fleet flying, with the CE-750 (#0501 and On) and another type rated aircraft, need only perform and log six flight cycles in the CE-750 (#0501 and On), and
Meet the currency requirements of 7.2.1, 7.2.2 and 7.2.3 listed above.

7.2.6 Use of an Aviation Training Device (ATD) for maintaining recency of experience. Within the 2 calendar months preceding the month of the flight, that person performed and logged at least the following tasks in both, CE-750 (#0001 thru #0313) and CE-750 (#0501 and On). Not applicable to Part 135 operations to maintain recency of experience.

Six flight cycles, a cycle includes: departure, arrival, and instrument approach, and
Meet the currency requirements of 7.2.1, 7.2.2 and 7.2.3 listed above.

A PIC who is engaged in mixed fleet flying, with the CE-750 (#0501 and On) and another type rated aircraft, need only perform and log six flight cycles in the CE-750 (#0501 and On), and
Meet the currency requirements of 7.2.1, 7.2.2 and 7.2.3 listed above.

7.2.7 Combination of completing instrument experience in an aircraft and FSTD. A person who elects to complete the instrument experience with a combination of an aircraft and FSTD must have performed and logged the following within the 6 calendar months preceding the month of the flight in both, CE-750 (#0001 thru #0313) and CE-750 (#0501 and On)

Six flight cycles, a cycle includes: departure, arrival, and instrument approach, and
Meet the currency requirements of 7.2.1, 7.2.2, and 7.2.3 listed above.

A PIC who is engaged in mixed fleet flying, with the CE-750 (#0501 and On) and another type rated aircraft, need only perform and log six flight cycles in the CE-750 (#0501 and On), and
Meet the currency requirements of 7.2.1, 7.2.2, and 7.2.3 listed above.

7.2.8 Instrument proficiency check. A person who has failed to meet the instrument experience requirements for more than six calendar months may reestablish instrument currency only by completing an instrument proficiency check. The instrument proficiency check must consist of the areas of operation and instrument tasks required in the instrument rating practical test standards in the configuration applicable CE-750 (#0001 thru #0313) and/or CE-750 (#0501 and On).

8. AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

8.1 Compliance Checklist (see Appendix 6).

Compliance checklists are provided as an aid to FAA Certificate Holding District Offices (CHDO) in identifying those specific rules or policies for which compliance has already been demonstrated to the FAA for aircraft having a particular aircraft type, and variation. The compliance checklist also notes rules or policies not demonstrated to the FSB, which must be demonstrated to CHDOs by operators. The Regulatory compliance checklist is located in the HISTORICAL TYPE RATING DETERMINATION INFORMATION.

8.2 Discussion of Specific Compliance Checklist Items. Operational approval information is provided as an aid to CHDOs for identifying specific regulatory compliance.

8.2.1 Forward Observer Seat. Cessna 750 aircraft can be equipped with a dedicated forward observer seat, and is available as an option. Due to the availability of various passenger configurations, the determination of suitability for use of a forward passenger seat for use in conducting an enroute inspection will need to be determined by CHDO or Inspector conducting enroute inspections.

8.2.2 Emergency Evacuation. Part 135 Operators must meet the requirements of § 135.123.

8.2.3 CE-750 Emergency Exits. Cessna 750 aircraft are equipped with, and required to carry a water barrier during all flights per an equivalent level of safety. The water barrier must also be accessible during all flights. The passenger briefing and passenger briefing cards must include instructions on water barrier location and use. The water barrier is required per flight manual procedures to be placed in the cabin door opening, in the event of a water landing. The water barrier is part of an equivalent level of safety in lieu of meeting § 25.807 requirements for ditching emergency exits for passengers. Flight crews must receive training on water barrier procedures as required by §§ 91.1083 and 135.331.

8.2.4 Ditching Demonstration. While no specific requirement for a ditching demonstration exists under parts 91/91K/135, operators/crewmembers must comply with the requirements of §§ 91.1083 and 135.331, and must be familiar with the general handling characteristics and procedures outlined in the aircraft flight manual.

8.2.5 Proving and Validation Tests. Proving and validation tests in accordance with §§ 91.1041 and 135.145 are appropriate in accordance with FAA Order 8900.1, Volume 3, Chapter 29, Section 3, when the CE-750 is new to a particular operator. When an operator is currently operating either CE-750 (#0001 thru #0313) and CE-750 (#0501 and On) aircraft and adds the other variation aircraft in the same kind of operation, proving tests are not required.

8.2.6 Electronic Flight Bag. CE-750 (#0501 and On) is equipped with Garmin 5000 Integrated Flight Suite. Findings for use of this configuration are located in Appendix 3 of this report.

8.2.7 Electronic Checklist. Electronic Checklists were not evaluated. Printed Pilot Checklists are required for compliance with §§ 91.503, 91.1033 and 135.83.

8.2.8 Electronic Charts. CE-750 (#0501 and On) is equipped with Garmin 5000 Integrated Flight Suite, refer to Appendix 3 of this report.

8.2.9 Cessna Aircraft Company CESNAV. Cessna Aircraft Company offers computer software for Cessna 750 aircraft. The software package is the Cessna Aircraft Company CESNAV.

CESNAV includes the following programs or documents:

- Citation Loading Calculator (CLCalc)
- Citation Performance Calculator (CPCalc)
- Citation Electronic Operating Manual (EOM)
- MMEL O&M Procedures Guide
- Operating Manual (Reference Only)
- Flight Manual (Reference Only)
- Pilots Checklist (Reference Only)

The following is specific information on CESSNAV components. CLCalc is a computer based software program designed to allow users to calculate and graph loading Weight and Balance of their aircraft. The Limitations Section of FAA approved Airplane Flight Manual for the 750 aircraft indicates the airplane must be operated in accordance with the approved loading schedule and refers to Weight and Balance Data Sheet and FAA Approved Weight and Balance Manual Model 750. The FAA Approved Weight and Balance Manual indicates CLCalc is approved for use as an alternative source to the FAA Approved Weight and Balance Manual to determine weight and balance data.

CPCalc is a computer based software program which if used in accordance with Cessna Aircraft Company CPCalc AFMS provides an alternate source to the takeoff and landing data presented

in Section IV of the basic FAA approved AFM. The program also provides advisory (not FAA approved) Section VII Wet Landing performance information. For the program to be approved for use, the Airplane Flight Manual Supplement must be issued for the specific airplane flight manual. Operators using CPCalc must adhere to CPCalc AFMS limitations and procedures. EOM is a computer based software program which provides advisory (not FAA approved) information for planning purposes.

8.2.10 Passenger briefing cards. The CHDO will need to verify passenger briefing cards meet requirements of §§ 91.1035 and 135.117, and match the interior configuration and emergency equipment installed. If the aircraft was delivered by Cessna with rafts and/or life preservers installed, passenger briefing cards normally include information on raft and/or life preserver location and use.

9. FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

9.1 Device and Simulator Characteristics. FSTD characteristics are specified by part 60. The acceptability of differences between devices, simulators, and aircraft must be determined for each approved training program. When variations are flown in mixed fleets, the combination of simulators and devices used to satisfy MDR and ODR provisions should address specific variations flown by that operator. The acceptability of differences between devices, simulators, and aircraft operated must be addressed by the POI.

9.2 Device Approval. Requests for device approval to be utilized during approved training should be made to the POI/TCPM. The POI/TCPM may approve these devices for that operator if their characteristics clearly meet the established FAA criteria and have been qualified by the National Simulator Program (NSP). Where devices do not clearly satisfy a given level, the POI/TCPM should request advice from the FSB Chair, NSP or AFS-200.

10. APPLICATION OF FSB REPORT

10.1 This report becomes effective when approved by the FAA (see Cover Sheet or Record of Revision page).

10.2 Training, checking and currency for the CE-750 aircraft must be conducted in accordance with all provisions of this report.

10.3 All FAA Approved Training Programs must incorporate the latest FAA Approved AFM Procedures, AFM checklists, manufacturer's recommendations and bulletins, training maneuvers and provisions of this report.

11. ALTERNATE MEANS OF COMPLIANCE

11.1 Approval Level and Approval Criteria. Alternate means of compliance to the requirements of this report must be approved by the Kansas City AEG, FSB Chair. If alternate means of compliance is sought, operators must show that the proposed alternate means provides an equivalent level of safety to the provisions of AC 120-53 (as amended) and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

11.2 Equivalent Safety. In the event alternate means of compliance is sought, training program hour reductions, simulator approvals, and device approvals, may be significantly limited and reporting requirements may be increased to assure equivalent safety. FAA will generally not consider relief through alternate means of compliance unless sufficient lead time has been planned by an operator to allow for any necessary testing and evaluation.

11.3 Interim Programs. In the event unforeseen circumstances make it impossible for an operator to comply with MDR provisions, the operator may seek interim program approval rather than a permanent, alternate compliance method. Financial arrangements, scheduling adjustments, and similar reasons are not considered to be "unforeseen circumstances" for the purposes of this provision. Interim program approvals must be approved by the FSB Chair.

12. MISCELLANEOUS

12.1 FSB Board Record (CE-750 #0001 thru 0313)

12.1.1 Background. The historical record for the original FSB for the CE-750 is located in Appendix 6, of this report.

12.2 FSB Board Record CE-750 Block Point Change (CE-750 #0501 and On)

12.2.1 Background. Cessna made application for type rating determination for Model CE-750+ Block Point Change in January 2013, to include adding: Garmin G5000 Flight Suite, winglets, fuselage extension and minor interior modifications.

12.2.2 Board Composition. The FSB Board consisted of the Chair, an Aircraft Certification Office (ACO) Test Pilot, an AEG member, a National Resource Inspector (CE-750).

12.2.3 Applicant's Proposal. The applicant submitted an application proposing MDR and ODR tables with training, checking and currency levels C/C/C.

12.2.4 Tests. As a result of the applicant's proposal, the FSB conducted T2 Testing (Handling Qualities Comparison) in a CE-750 (#0001 thru 0313) and a conformed CE-750+ (#0501 and On) test aircraft at Wichita, Kansas during April of 2014. The FSB noted no handling qualities differences and the T2 Test passed.

The FSB conducted T3 Test (System Differences Test and Validation of Training and Checking) CE-750 (#0001 thru 0313) to CE-750+ (#0501 and On) during September of 2014 at FlightSafety International, Cessna Training Center, Wichita, KS. The FSB determined that level C/C/C differences were required and MDR and ODR tables were completed. T3 Test (System Differences Test and Validation of Training and Checking) CE-750+ (#0501 and On) to CE-750 (#0001 thru 313) was also evaluated at that time. The FSB determined that level C/C/C differences were required and MDR and ODR tables were completed.

APPENDIX 1

MASTER DIFFERENCE REQUIREMENTS (MDR) TABLE

Aircraft Type Rating: CE-750		TO AIRPLANE		
		Cessna 750 (#0001 thru 0313)	CE-750 (#0501 and On)	
FROM AIRPLANE	CE-750 (#0001 thru 0313)	A/A/B*	C/C/C	
	CE-750 (#0501 and On)	C/C/C	A/A/B*	

A/A/B* accounts for installation of optional equipment

APPENDIX 2

ACCEPTABLE OPERATOR DIFFERENCE REQUIREMENTS (ODR) TABLES

Operator Differences Requirements

Definitions used in the ODR Tables:	
X	= Pilot's Operating Handbook and or Flight Manual Supplement
SU	= Stand Up Instruction (traditional classroom instruction)
CBT	= Computer Based Training
ICBT	= Interactive Computer Based Training
FTD-6	= Level 6 Flight Training Device
CPT	= Cockpit Procedure Trainer
AC	= Aircraft

ODR Tables – Cessna 750 (#0001 thru 0313) to Cessna 750 BPC (#0501 and On)

DESIGN OPERATOR DIFFERENCES REQUIREMENTS TABLE									
DIFFERENCE AIRCRAFT: Cessna 750 BPC				COMPLIANCE METHOD					
BASE AIRCRAFT: Cessna 750									
APPROVED BY									
(POI) _____									
				TRAINING			CHKG/CURR		
DESIGN FEATURE	REMARKS	FLT CHA R	PROC CHNG	LVL A	LV L B	LVL C	LVL D	CHK	CUR R
Airplane Configuration	- 15 inch fuselage extension forward of cabin door added - Winglets added - 8.7% takeoff thrust increase over s/n750- 001 - Engine Inlet diameter increased by 1 inch	Minor	No		SU/ CBT			B	B
Cockpit Panel	Garmin G5000 avionics replaces Honeywell P2000 avionics	No	Major		SU/ CBT			B	B

DESIGN OPERATOR DIFFERENCES REQUIREMENTS TABLE									
DIFFERENCE AIRCRAFT: Cessna 750 BPC					COMPLIANCE METHOD				
BASE AIRCRAFT: Cessna 750									
APPROVED BY									
(POI)_____									
					TRAINING			CHKG/CURR	
DESIGN FEATURE	REMARKS	FLT CHA R	PROC CHNG	LVL A	LV L B	LVL C	LVL D	CHK	CUR R
Aircraft Weight	MTOW increased 500 lb. to 36,600 lb. MLW increased 200 lb. to 32,000 lb.	Minor	No		SU/CBT			B	B

SYSTEMS OPERATOR DIFFERENCES REQUIREMENTS TABLE									
DIFFERENCE AIRCRAFT: Cessna 750 BPC					COMPLIANCE METHOD				
BASE AIRCRAFT: Cessna 750									
APPROVED BY									
(POI)_____									
					TRAINING			CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LV L D	CHK	CUR R
21 Environmental Control	Auto temperature and pressurization control via soft keys in the GTC 570 controller	No	Major		SU/CBT			B	B
22 Auto Flight	Garmin G5000 AFCS with autothrottle capability added	No	Major			FTD-6		B	B
23 Communications	P2000 FMS/CDUs and Primus radios deleted 4 - Garmin GTC 570 touch screen controllers added. Backup tuning provided by 2 GCU 275	No	Major			FTD-6		B	B

SYSTEMS OPERATOR DIFFERENCES REQUIREMENTS TABLE									
DIFFERENCE AIRCRAFT: Cessna 750 BPC					COMPLIANCE METHOD				
BASE AIRCRAFT: Cessna 750									
APPROVED BY									
(POI) _____									
					TRAINING			CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LV L D	CHK	CUR R
	backup controls added								
24 Electrical Power	Two Transformer Rectifier Units (TRU) added as backup to maintain power to emergency bus	No	Major		SU/CBT			B	B
26 Fire Protection	APU Fire switch relocated to center pedestal	No	Minor		SU/CBT			B	B
28 Fuel	Fuel crossfeed knob, L-R boost pump, L-R center wing transfer and L-R gravity crossflow switches relocated to center pedestal	No	Major		SU/CBT			B	B
31 Indicating and Recording	Rotary System Test knob deleted Systems test soft keys in GTC 570 added	No	Major			FTD-6		B	B
31 Indicating and Recording	Synoptic displays on MFD for flight controls, hydraulics, fuel and electrical systems added	No	Major		SU/CBT			B	B
33 Lights	Interior and Exterior lighting controls relocated to overhead lighting panel added GTC 570 soft keys added for Nav and Ground recognition lights	No	Major		SU/CBT			B	B

SYSTEMS OPERATOR DIFFERENCES REQUIREMENTS TABLE									
DIFFERENCE AIRCRAFT: Cessna 750 BPC				COMPLIANCE METHOD					
BASE AIRCRAFT: Cessna 750									
APPROVED BY (POI) _____									
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LV L D	CHK	CUR R
34 Navigation	Garmin G5000 PFDs/MFDs replaces Honeywell P2000 PFDs/MFDs	No	Major			FTD-6		B	B
34 Navigation	Garmin Synthetic Vision Technology added.	No	Major			FTD-6		B	B
34 Navigation	Dual Honeywell Laseref 5 Inertial Reference System deleted Dual Litef LCR 100 Hybrid Navigation System added	No	Major		SU/CBT			B	B
34 Navigation	Garmin G5000 FMS replaces dual Honeywell FMZ series, P-2000 FMS	No	Major			FTD-6		C	C
35 Oxygen	Mechanical oxygen pressure gages deleted Low pressure warning lights deleted Misc/FLT Controls/Oxygen pressure synoptic on MFD added	No	Major		SU/CBT			B	B
49 Airborne Auxiliary Power	APU Hobbs meter deleted APU RPM, EGT and Volts indicators deleted Garmin G5000 EIS display with APU parameters added APU hours and cycles	No	Major		SU/CBT			B	B

SYSTEMS OPERATOR DIFFERENCES REQUIREMENTS TABLE									
DIFFERENCE AIRCRAFT: Cessna 750 BPC					COMPLIANCE METHOD				
BASE AIRCRAFT: Cessna 750									
APPROVED BY									
(POI) _____									
					TRAINING			CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LV L D	CHK	CUR R
	depicted on GTC 570 propulsion page								
74 Ignition	Engine ignition control keys deleted GTC 570 propulsion page ignition soft keys added	No	Major		SU/CBT			B	B
76 Engine Controls	Throttle lever idle/cut-off triggers deleted Engine run/stop switches added FADEC in-control indication toggle switches deleted FADEC in control indication soft keys in GTC 570 added Thrust reverser piggy-back levers deleted Throttle levers with thrust reverser paddles and pull-through for reverse throttle levers added Cruise and climb thrust detents deleted Cruise and climb thrust indication on EIS display (G5000)	No	Major			FTD-6		B	B
77 Engine Indicating	Standby Engine Indicator deleted Garmin G5000 EIS display added	No	Major		SU/CBT			B	B

SYSTEMS OPERATOR DIFFERENCES REQUIREMENTS TABLE									
DIFFERENCE AIRCRAFT: Cessna 750 BPC					COMPLIANCE METHOD				
BASE AIRCRAFT: Cessna 750									
APPROVED BY									
(POI) _____									
		TRAINING					CHKG/CURR		
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LV L D	CHK	CUR R
91 Charts	Electronic chart display capability added	No	Major		SU/CBT			B	B

MANUEVER OPERATOR DIFFERENCE REQUIREMENTS TABLE									
DIFFERENCE AIRCRAFT: Cessna 750 BPC				COMPLIANCE METHOD					
BASE AIRCRAFT: Cessna 750									
APPROVED BY (POI) _____									
TRAINING							CHKG/ CURR		
MANUEVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CH K	CURR
Rejected Takeoff	With autothrottle ON	Minor	Yes			FTD-6		C	C
Multi-engine go-around	With autothrottle OFF	No	No			FTD-6		C	C
Multi-engine go-around	With autothrottle ON	Minor	Yes			FTD-6		C	C
Low Altitude Level Off	With Autothrottle ON	Minor	Yes			FTD-6		C	C
Deployment and stowing of thrust reversers	New throttle quadrant with paddles in lieu of piggy levers	No	Yes			FTD-6		C	C
Modulation of reverse thrust	Reverse thrust is modulated moving the thrust levers aft of the IDLE REV detent after thrust reversers deployment	No	Yes			FTD-6		C	C

APPENDIX 3

Class 3 Electronic Flight Bag Operational Evaluation

Cessna CE-750 (#0501 and On) Garmin 5000 Integrated Flight Suite

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1. Purpose and Applicability

The following is provided for the benefit of FAA Principal Inspectors and aircraft operators for their use in determining the acceptance of EFB applications. As described in AC 120-76A, Guidelines for the Certification, Airworthiness, and Operational Approval of Electronic Flight Bags Computing Devices, the G5000 electronic charts are certified Class 3 EFB Hardware and Type C applications. Class 3 hardware is installed equipment and requires AIR involvement and AEG involvement. Applications are classified as Type C due to interaction of the Electronic Charts with the aircraft. The charts can be manipulated (i.e. zoomed, scrolled, etc.) as Type B, but are classified Type C because aircraft present position is provided on the installed display on the airport depictions and charts.

2. Suitability Determination

The EFB evaluation determined chart display functions to be suitable as one source for electronic display of airport diagrams, approach plates, arrival procedures, and departure procedures. Since chart information cannot be displayed in the event of certain avionics failures, a suitable backup is required. Approved airplane flight manual provides operating limitations for the installation.

3. Description

The G5000 includes “FliteChart” and optional “ChartView” electronic charts. A specific system description for the system configuration appropriate to the installation is available in the approved airplane flight manual, and Garmin G5000 Integrated Flight Deck Pilot’s Guide for the (Model 750 #0501 and On).

4. Mounting

EFB applications are displayed on the Multi-function Display and have been certified as part of the type design.

5. Display and Reflectivity

The EFB has been evaluated as part of the type design.

6. Database Revisions

The database currency requirements are specified in the approved airplane flight manual, and Garmin G5000 Integrated Flight Deck Pilot’s Guide for the (Model 750 #0501 and On).

7. Specifications for Training

As a minimum, the crew should use the FMS to flight plan and the EFB electronic chart functions to display the airport depiction charts, SID’s, Arrival Procedures, and approach charts. Pilots should master the weather functions to obtain METARS and TAF’s for origin, destination, and alternate, airports if XM weather functions are enabled.

8. Specification for Checking

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

9. Specification for Currency

Currency level is variable as set in MDR table. If level C currency is indicated by MDR table, recommended tasks include demonstrating competency in using the FMS to integrate use of the electronic chart functions to display departures, arrivals, and approaches, and utilizing the graphical functions if XM weather functions are enabled.

10. Environmental Testing (HIRF, EMI)

Intensity Radiated Fields and Indirect Effects of Lightning for system were tested per High Intensity Radiated Fields (HIRF) and Indirect Effects of Lightning Test Procedure. The system meets Certification Basis requirements and special conditions for High Intensity Radiated Fields and Indirect Effects of Lightning.

11. Continued Airworthiness

Instructions for Continued Airworthiness for the system are addressed in accordance with aircraft certification requirements and available through normal ICA distribution processes.

12. LIST of Affected Documents

The following is a list of Procedures, Documents and Affected Manuals concerning Operational Approval of G5000 electronic charts for use as an Electronic Flight Bag:

Airplane Flight Manual

Garmin G5000 Integrated Flight Deck Pilot's Guide for Model CE-750 (#0501 and On)

Operations Manual

Flight Crew Training Program

Training Courseware (Flight Crew, Maintenance Personnel, Operations Personnel)

Company Maintenance Procedures

Component Maintenance Manuals

Minimum Equipment List

Data Delivery and Management Procedures

EFB Configuration Control Procedures

APPENDIX 4

Differences Training CE-750 (#0001 thru 0313) to CE-750 (#0501 and On)

Program Hours (per Pilot)

Differences Course consists of the following minimum hours:

Aircraft Systems Differences	2.0 Hrs.
Avionics Lecture (SU)	6.0 Hrs.
Avionics Ground Training (SIT)	4.0 Hrs.
FSTD/Aircraft Flight training	8.0 Hrs. (4.0 PF/4.0 PM)
Demonstration of Proficiency (Partial Proficiency Check)	2.0 Hrs. (each PIC)
Minimum Total Time	22.0 Hrs.

Aircraft Systems

The training modules presented in the aircraft systems subject area consist of a breakdown of the various systems of the aircraft. These modules may be taught in any sequence, however all modules will be covered.

SYSTEMS

Aircraft General
Electrical
Lighting
Master Warning
Fuel
APU
Powerplant / Thrust Reversers
Fire Protection
Pneumatics
Ice and Rain Protection
Air Conditioning
Pressurization
Hydraulics
Landing Gear and Brakes
Flight Controls
Avionics
Oxygen

AVIONICS

General Overview
Displays
PFDs
MFD
GTCs
Standby Flight Display
AHRS / ADC
Radio and Audio Systems
Hazard Avoidance
Weather
Terrain
TCAS II
Flight Guidance
Autothrottles
Additional Features
Safe Taxi
ChartView
FliteCharts
Satellite Phone / Datalink
WiFi
XM Radio
Scheduled Messages
Electronic Documents
Limitations
Avionics Initialization

Demonstration of Proficiency

Completion Standards

The pilot must be able to describe, locate, and identify aircraft systems; perform normal, abnormal, and emergency checklists; and demonstrate proficiency with the Garmin G5000 Avionics.

The Demonstration of Proficiency is a partial proficiency check administered in a Line Oriented Evaluation (LOE) profile of approximately 2:00. The tasks listed below will be evaluated during the LOE. The evaluator will provide normal ATC instructions, weather, weight and balance data, etc. The crew is expected to perform the tasks without assistance from the evaluator. Normally, the evaluator is not the instructor that trained the Flight Crewmembers.

The Demonstration of Proficiency minimum tasks include:

Avionics Initialization

Check database expiry dates

Input appropriate Weight & Balance information

Load and activate a flight plan

Accomplish Systems Tests

Set v-speeds and display on airspeed tape

Access and display an appropriate instrument procedure (IP) chart

Select/Deselect SVT for display

Tune/swap a COM frequency

Tune/swap a NAV frequency

Set a Transponder code

Manually change navigation source

Change altimeter setting on PFD

Change altimeter setting on SFD

Change between Full and Split mode on PFD

Change between Full and Half mode on MFD

Insert and delete flight plan waypoints

Select and fly "Direct-To" a waypoint

Program and initiate a VNAV descent

Change arrival airport and procedure

Create/enter/depart a holding pattern

Identify LOS for an RNAV approach

Set minimums for an approach

Select/deselect/adjust Auto-Throttles

Sample Evaluation Sheet
(Minimum tasks to be Evaluated)

Satisfactory completion of the Demonstration of Proficiency requires a minimum score of 80%
(corrected to 100%).

Place an “S” in the box is Satisfactorily demonstrated and an “N” if Not Satisfactorily
demonstrated.

Task #	Area	Task	1st Attempt	Retrain	2nd Attempt
	Avionics Initialization	Check database expiry dates			
	Avionics Initialization	Input appropriate Weight & Balance information			
	Avionics Initialization	Load and activate a flight plan			
	Avionics Initialization	Accomplish Systems Tests			
	Avionics Initialization	Set v-speeds and display on airspeed tape			
	Charts	Access and display an appropriate IP chart			
	Hazard Avoidance	Select/Deselect SVT for display			
	Radio Tuning	Tune/swap a COM frequency			
	Radio Tuning	Tune/swap a NAV frequency			
	Radio Tuning	Set a Transponder code			
	Navigation	Manually change navigation source			
	Navigation	Insert and delete flight plan waypoints			
	Navigation	Select and fly “Direct-To” a waypoint			
	Navigation	Program and initiate a VNAV descent			
	Navigation	Change arrival airport and procedure			
	Navigation	Create/enter/depart a holding pattern			
	Navigation	Identify LOS for an RNAV approach			

	Navigation	Set minimums for an approach			
	Displays	Change altimeter setting on PFD			
	Displays	Change altimeter setting on SFD			
	Displays	Change between Full and Split mode on PFD			
	Displays	Change between Full and Half mode on MFD			
	Autothrottle	Select/deselect/adjust Autothrottle			
	Autothrottle	Multi-engine go around with Autothrottle engaged			
	Autothrottle	Multi-engine go around without Autothrottle engaged			
	Autothrottle	Low altitude level off with autothrottle engaged			

Completion of an Initial Qualification Course or Recurrent Training Course in a CE-750 aircraft (#0501 and On), or simulator configured to match (#0501 and On) satisfy the requirements of this Differences Course and Demonstration of Proficiency. A log book entry, Training Record of successful completion of the Demonstration of Proficiency in CE-750 (#0501 and On), Check Ride form for a 61.58 check in a CE-750 (#0501 and On), or a copy of FAA Type Rating application (FAA 8710-1) in CE-750 (#0501 and On) is required to show completion of training.

Differences Training CE-750 (#0501 and On) to CE-750 (#0001 thru 500)

Program Hours (per Pilot)

Differences Course consists of the following minimum hours:

Aircraft Systems Differences	2.0 Hrs.
Avionics Lecture (SU)	6.0 Hrs.
Avionics Ground Training (SIT)	4.0 Hrs.
FSTD/Aircraft Flight training	8.0 Hrs. (4.0 PF/4.0 PM)
Demonstration of Proficiency (Partial Proficiency Check)	2.0 Hrs. (each PIC)
Minimum Total Time	22.0 Hrs.

Aircraft Systems

The training modules presented in the aircraft systems subject area consist of a breakdown of the various systems of the aircraft. These modules may be taught in any sequence, however all modules will be covered.

SYSTEMS

Aircraft General
Electrical
Lighting
Master Warning
Fuel
APU
Powerplant / Thrust Reversers
Fire Protection
Pneumatics
Ice and Rain Protection
Air Conditioning
Pressurization
Hydraulics
Landing Gear and Brakes
Flight Controls
Avionics
Oxygen

AVIONICS

General Overview
Displays
PFDs
MFD
Standby Flight Display
AHRS / ADC
Radio and Audio Systems
Hazard Avoidance
Weather
Terrain
TCAS II
Flight Guidance
Limitations
Avionics Initialization

Demonstration of Proficiency

Completion Standards

The pilot must be able to describe, locate, and identify aircraft systems; perform normal, abnormal, and emergency checklists; and demonstrate proficiency with the Honeywell Epic.

The Demonstration of Proficiency is a partial proficiency check administered in a Line Oriented Evaluation (LOE) profile of approximately 2:00. The tasks listed below will be evaluated during the LOE. The evaluator will provide normal ATC instructions, weather, weight and balance data, etc. The crew is expected to perform the tasks without assistance from the evaluator. Normally, the evaluator is not the instructor that trained the Flight Crewmembers.

The Demonstration of Proficiency minimum tasks include:

- Avionics Initialization
- Check database expiry dates
- Input appropriate Weight & Balance information
- Load and activate a flight plan
- Accomplish Systems Tests
- Set v-speeds/display on airspeed tape
- Access and display an appropriate instrument procedure (IP) chart
- Tune/swap a COM frequency
- Tune/swap a NAV frequency
- Set a Transponder code
- Manually change navigation source
- Change altimeter setting on PFD
- Change altimeter setting on SFD
- Insert and delete flight plan waypoints
- Select and fly "Direct-To" a waypoint
- Program and initiate a VNAV descent
- Change arrival airport and procedure
- Create/enter/depart a holding pattern
- Identify LOS for an RNAV approach
- Set minimums for an approach
- Use of Cursor Control Device (CCD)

Sample Evaluation Sheet

(Minimum tasks to be Evaluated)

Satisfactory completion of the Demonstration of Proficiency requires a minimum score of 80% (corrected to 100%).

Place an “S” in the box is Satisfactorily demonstrated and an “N” if Not Satisfactorily demonstrated.

Task #	Area	Task	1st Attempt	Retrain	2nd Attempt
1	Avionics Initialization	Check database expiry dates			
2	Avionics Initialization	Input appropriate Weight & Balance information			
3	Avionics Initialization	Load and activate a flight plan			
4	Avionics Initialization	Accomplish Systems Tests			
5	Avionics Initialization	Set v-speeds/display on airspeed tape			
6	Charts	Access and display an appropriate IP chart			
7	Hazard Avoidance	Select/Deselect Terrain on display			
8	Radio Tuning	Tune/swap a COM frequency			
9	Radio Tuning	Tune/swap a NAV frequency			
10	Radio Tuning	Set a Transponder code			
11	Navigation	Manually change navigation source			
12	Navigation	Insert and delete flight plan waypoints			
13	Navigation	Select and fly “Direct-To” a waypoint			
14	Navigation	Program and initiate a VNAV descent			
15	Navigation	Change arrival airport and procedure			
16	Navigation	Create/enter/depart a holding pattern			
17	Navigation	Identify LOS for an RNAV approach			

18	Navigation	Set minimums for an approach			
19	Displays	Change altimeter setting on PFD			
20	Displays	Change altimeter setting on SFD			

Completion of an Initial Qualification Course or Recurrent Training Course in a CE-750 aircraft (#0001 thru 0313), or simulator configured to match (#0001 thru 0313) satisfy the requirements of this Differences Course and Demonstration of Proficiency. A log book entry, Training Record of successful completion of the Demonstration of Proficiency in CE-750 (#0001 thru 0313), Check Ride form for a 61.58 check in a CE-750 (#0001 thru 0313), or a copy of FAA Type Rating application (FAA 8710-1) in CE-750 (#0001 thru 0313) is required to show completion of training.

APPENDIX 5

Reserved

APPENDIX 6

HISTORICAL TYPE RATING DETERMINATION INFORMATION FROM ORIGINAL 750 REPORT

Historical Type Rating Information is on file with the Kansas City Aircraft Evaluation Group.