



U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C.

FLIGHT STANDARDIZATION BOARD REPORT

Revision: 3

Hawker Beechcraft Corporation

HS-125 & BAE-125

Models: DH-125, BH-125, HS-125, BAE-125 (Series 1A thru 800)

Hawker 750, 800, 800XP, 850X, 900XP

&

BAE-125-1000, Hawker 1000

Date: 12/02/2011

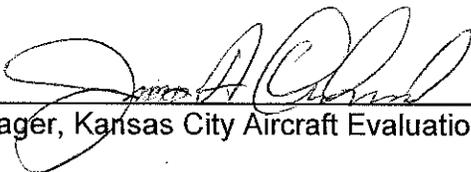
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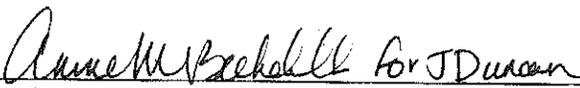
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Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

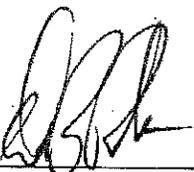
MANAGEMENT COORDINATION SHEET



Date: 12/5/11
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Date: 11/21/11
John Duncan
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Date: 11/08/2011
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Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

REVISION RECORD

Revision	Sections	Date	Chairman
Original	All	June 01, 1992	Rod Lalley
Revision 1	2, 7.6, 10.4, App. 1, App 5,	Dec. 06, 2006	John Vetter
Revision 2	App.1 & App.2	02/20/2008	John Vetter
Revision 3	8, App.1, 2 & 6	12/02/2011	John Vetter

Highlights of Change

- Revision 1: 2. Updated to include Model 850XP
7.6 Identify Left Seat requirement for Line Checks
10.4 Update information on Training Device Approval Process
App.1 Add 800XP and 850XP to the MDR Table and NOTE for C/DSR
App.5 Add Operational Suitability Report for IFIS-5000 as Class 3 Electronic Flight Bag (EFB).
- Revision 2 App.1 Add 900XP and 750 to MDR Table, Add NOTE for IDS-3000 on EFIS-86 aircraft, Add C/DSR NOTE to BAe-125-1000
App.2 Add Sample ODR for 900XP, 750 and for IDS-3000 on EFIS-86 aircraft
- Revision 3 Revised Section 8 to include requirements for currency and re-establishing currency
Appendix 1 & 2, Add TFE731-50R for 800XP with SPZ-8000
Add Appendix 6 for AFGS on CDS/R in BAE-125-1000

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

CONTENTS

PART I - TRAINING, CHECKING AND CURRENCY REQUIREMENTS

SECTION PAGE

1. PURPOSE AND APPLICABILITY	5
2. PILOT "TYPE RATING" REQUIREMENT	6
3. "MASTER COMMON REQUIREMENTS" (MCRs)	6
4. "MASTER DIFFERENCE REQUIREMENTS" (MDRs)	7
5. FAA APPROVED "OPERATOR DIFFERENCE REQUIREMENTS" (ODR) TABLES	7
6. FLIGHT STANDARDIZATION BOARD (FSB) SPECIFICATIONS FOR TRAINING	8
7. FSB SPECIFICATIONS FOR CHECKING	12
8. FSB SPECIFICATIONS FOR CURRENCY	18
9. AIRCRAFT COMPLIANCE CHECKLIST	19
10. FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS	20
11. APPLICATION OF FSB REPORT	22
12. ALTERNATE MEANS OF COMPLIANCE	22
13. MISCELLANEOUS – RESERVED	22
14. APPENDICES	
APPENDIX 1. MASTER DIFFERENCE REQUIREMENTS (MDR TABLE)	23
APPENDIX 2. SAMPLE OPERATOR DIFFERENCE REQUIREMENTS TABLES	24
APPENDIX 3. EXAMPLE OF AN ACCEPTABLE BAE 125-1000 TRAINING PROGRAM (RESERVED)	38
APPENDIX 4. AIRCRAFT COMPLIANCE CHECKLIST	39
APPENDIX 5. Rockwell Collins IFIS 5000	42
APPENDIX 6. Honeywell CDS/R with AFGS	48

PART II - BOARD RECORD

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

1. PURPOSE AND APPLICABILITY

1.1 This FSB report specifies FAA master training, checking, and currency requirements applicable to crews operating HS-125 series aircraft and the Bae 125-1000 under 14 CFR Part 91 & Part 135. This report also addresses 14 CFR Part 61, 141 & 142 issues regarding the operation of HS-125 or the Bae 125-1000. (e.g. Type Rating Determination)

Provisions of the report include:

- Assigning different "Type Ratings" to HS-125 series aircraft and the BAe 125-1000,
- Describing "Master Common Requirements" (MCRs) applicable to HS-125s, and "Master Common Requirements" (MCRs) applicable to the Bae 125-1000,
- Describing "Master Difference Requirements" (MDRs) for crews requiring differences qualification for mixed-fleet flying or transition between HS-125 variants and the BAe 125-1000,
- Providing examples of "Operator Difference Requirement (ODR)" Tables acceptable to the FAA,
- Describing an acceptable training program and device characteristics, when necessary, to establish compliance with pertinent MDRs,
- Setting checking and currency standards including specification of particular check items that must be administered by FAA or qualified training establishments, and
- Providing information to FAA Field Offices regarding HS-125 and BAe 125-1000 compliance with 14 CFRs, Advisory Circulars, or other operational criteria.

1.2 This report also provides:

- Minimum requirements which must be applied by FAA field offices, (e.g. MCRs, MDRs, Type Rating designations, etc.),
- Information which is advisory in nature, but may be mandatory (under 14 CFR part 135 operations specifications for particular operators) if the designated configurations apply and if approved for that operator (e.g. MDR footnotes, acceptable ODR tables), and
- Information which is used to facilitate FAA review of an aircraft type or variant proposed for use by an operator (e.g. compliance checklist for FAA Field office use),

Note: Various sections within the report are qualified as to whether compliance is required, is recommended, or is advisory in nature.

1.3 This report addresses all HS-125 variants. It focuses also on the HS-125-800 and Bae 125-1000. It was the HS-125-800 aircraft that was used as the baseline aircraft for FSB determinations.

1.4 The provisions of this report are effective until amended, superseded, or withdrawn by subsequent revisions to this FSB report. Previous HS-125 and Bae 125-1000 FSB reports are superseded.

Hawker Beechcraft Corporation, Model HS-125 / BAe-125
Flight Standardization Board Report

1.5 Terminology.

The term "must" is used in this report and may be used in certain MDR footnotes even though it is recognized that this FSB report, and Advisory Circular AC 120-53 on which it is based, provides one acceptable means, but not necessarily the only means of compliance with 14 CFR 61/135 requirements. This terminology acknowledges the need for operators to fully comply with this FSB report MDR and ODR provisions if this method is to be used by the operator as the means of complying with 14 CFR 135. Operators who choose this method must comply with each applicable MDR provision including the footnotes.

2. PILOT "TYPE RATING" REQUIREMENTS

In accordance with the provisions of 14 CFR 1 and 61, different pilot "type ratings" are assigned to earlier series HS-125's and the BAe 125-1000 as listed in paragraph 1.3. Any HS-125 variant (-1A through -900XP) is designated as a "HS-125", and the BAe 125-1000 is designated as a "BAe-125". In the remainder of this report these aircraft will be referred to according to these designations.

3. "MASTER COMMON REQUIREMENTS" (MCRs)

3.1 LANDING MINIMA CATEGORIES

Both the HS-125 and BAe-125 are generally considered Category C aircraft for "Straight-In Approach" weather minima, and Category D aircraft for "Circling Approach" weather minima unless otherwise permitted or required by applicable operations specifications.

3.2 NO FLAP APPROACH

Training and checking requirements include:

Training for and demonstration of approaches with no flaps is appropriate for both HS-125 and the BAe-125 aircraft. Credit for demonstration of a "No Flap" approach in an HS-125 (Series -1A through -900XP) aircraft is not creditable for the BAe-125, nor is credit transferable from the BAe-125 to the HS-125 (Series 1A through -900XP).

3.3 NORMAL "FINAL LANDING FLAP SETTING", 14 CFR 91.126(c).

The normal "final landing flap setting" per 14 CFR 91.126 (c) is considered to be "Flaps 45" for both HS-125 and BAe-125 aircraft.

3.4 OTHER REQUIREMENTS

No other special or unique requirements common to all HS-125 and BAe-125 aircraft are identified regarding 14 CFRs 61, 63, 91, or 135.

4. "MASTER DIFFERENCES REQUIREMENTS" (MDR)

4.1 MDR TABLES

Requirements for particular HS-125 variants and the BAe-125 are shown in Appendix 1. These provisions apply when differences between variants exist which affect crew knowledge, skills, or abilities (e.g. Level A or greater differences). Limited credit for certain maneuvers is permitted between BAe-125 and HS-125 aircraft, as specified, even though the HS-125 and BAe-125 are assigned Level E for differences and have different pilot type ratings. This is appropriate since handling qualities and other characteristics such as cockpit visibility may permit certain credit for training, checking, and currency related to takeoff and landing.

4.2 MDR FOOTNOTES

Footnotes to MDR requirements, where they occur, define acceptable "required 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 particular variants.

4.3 DIFFERENCE LEVEL DEFINITIONS

Difference level definitions are as specified in AC 120-53.

5. FAA APPROVED 'OPERATOR DIFFERENCE REQUIREMENTS' (ODR) TABLES

5.1 ODR TABLES.

5.1.1 When credit is sought for using a BAe 125-1000 aircraft or simulator as part of a program to qualify in an HS-125, or vice versa, or when flying a mixed fleet of HS-125's and the BAe 125-1000 under 14 CFR 135, that credit should be consistent with approved ODR tables.

5.1.2 ODR Tables are developed by each individual 14 CFR 135 operator when differences exist which affect crew qualification. When developed, sample tables for operators conducting mixed fleet operations will be shown in Appendix 2. These ODR Tables are provided only as examples and may not include items that are applicable to particular operators.

5.2 LANDING CURRENCY CREDIT PERMITTED BY ODR TABLES.

5.2.1 For 14 CFR 135, limited credit for certain takeoff and landing maneuvers may be permitted between BAe-125 and HS-125 aircraft as specified in ODR tables. When approved by FAA, an operator may have its pilots satisfy the requirement for three takeoffs and landings in the previous 90 days (14 CFR 135.247) by accomplishing those takeoffs and landings in either HS-125 variants, the BAe-125 or by any combination of three takeoffs and landings in HS-125 or BAe-125 aircraft. However, to obtain this credit, a pilot must remain familiar with respective HS-125 and BAe-125 cockpits, systems, and procedures by having completed at least 3 segments in an HS-125, and an additional 3 segments in the BAe-125 each within 90 days. However, during these six segments the pilot may have been the "pilot flying" for only three of the respective takeoffs and landings. (See section 8. regarding currency)

5.2.2 Under 14 CFR 91, separate takeoff and landing currency is necessary. (Reference 14 CFR 61.57)

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

5.3 DISTRIBUTION OF FAA APPROVED ODR TABLES

Distribution of the FAA Approved ODR Tables should be as follows: 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). A copy of approved ODR tables should be provided to the HS-125 and BAe-125 Flight Standards Board (FSB) Chairman, Kansas City Aircraft Evaluation Group.

6. FSB SPECIFICATIONS FOR TRAINING

6.1 GENERAL

6.1.1 AIRMEN EXPERIENCE.

The provisions of this section of the report apply to programs for experienced airmen (e.g. airmen who have previous experience in 14 CFR 91/135 operations, former military, commuter or corporate pilots with turbine powered aircraft experience, etc.). For airmen not having such experience, additional requirements may be necessary as determined by the POI, FSB, and AFS-200.

6.1.2 HS-125 TRAINING PROGRAM NEW TO A 14 CFR 135 OPERATOR (without differences between HS-125 variants).

Numerous training programs for anyone HS-125 variant are already FAA approved. Principal Inspectors of operators initially introducing an HS-125 type for an operator not currently using HS-125's, and where differences between aircraft are not a factor, may approve such programs consistent with other programs previously approved by FAA for HS-125's and AC61-89(e.g. for an operator introducing one or more HS-125-600's with no differences between individual aircraft).

- a) For information regarding previously approved programs, FAA Principal Inspectors of other existing HS-125 operators or training organizations may be consulted. In the event of uncertainty regarding evaluation of a proposed program, the HS-125 FSB chairman should be consulted.
- b) When such programs are approved, operators should be aware if variants are to be added (HS-125-700 added to a fleet of HS-125-600's) or differences are to be introduced within a fleet (e.g. Navigation Systems updated for part of the fleet), ODR table development and FAA approval is necessary prior to operation of those aircraft with differences.

6.1.3 BAe 125-1000 TRAINING PROGRAM NEW TO AN OPERATOR

BAe-125 14 CFR 135 training programs (with no differences between aircraft, where no mixed-fleet operations with HS-125 aircraft occur, and where no transition or currency credit is sought) should meet or exceed each provision of this report related to the BAe-125. If available, a sample of an acceptable 14 CFR 135 program will be provided in Appendix 3. MDRs and ODRs do not apply for BAe-125-1000 only operations. 14 CFR 91 operators should be encouraged to provide an equivalent program.

6.1.4 EXISTING HS-125 OR BAe-125 TRAINING PROGRAMS WITH DIFFERENCES BETWEEN AIRCRAFT.

For 14 CFR 135 operations when more than one variant of HS-125 or combinations of HS-125 and BAe-125 are flown in a mixed fleet, differences training programs meeting criteria specified by MDR tables must be described in ODR tables and approved by FAA.

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

Any existing HS-125 program that is less comprehensive than recommended by this report should amend ODR Tables to meet MDRs and develop a new training program based on the revised ODR. Any changes proposed to existing programs making those programs less restrictive than this report should not be approved without prior coordination with the HS-125 FSB chairman. For 14 CFR 91, operators should be encouraged to provide an equivalent program.

6.1.5 TAKEOFF SAFETY

Particular emphasis on certain takeoff safety related topics are appropriate during training. This includes emphasis on the following:

- The meaning and proper use of V1,
- The importance of prompt and correct execution of a rejected takeoff (RTO) when necessary,
- The need to minimize exposure to high speed RTOs for minor difficulties unrelated to the ability of the aircraft to continue a safe takeoff,
- Proper lineup and use of available runway,
- Correct accountability for clutter and/or reduced braking friction.
- Consideration of necessary engine-out obstacle clearance requirements (14 CFR 135.379) or equivalent if operating under 14 CFR 91.

6.1.6 SPECIALIZED TRAINING.

Specialized training should be conducted with regard to the areas of High Altitude Aerodynamics, Physiology, Meteorology; Windshear Training; and Traffic Alert and Collision Avoidance System (TCAS).

- a) With crewmembers new to the BAe-125 or HS-125 special training must be applied to the area of high altitude aerodynamics, physiology and meteorology. Requirements for this are outlined in 14 CFR 61.31(g).
- b) While no requirement currently exists for mandated windshear training under parts 91 or 135, training organizations and operators should insure that all crewmembers are familiar with the provisions of Advisory Circular 00-54 (Pilot Windshear Guide). This windshear training aid communicates key windshear information relevant to flight crews.
- c) TAWS and TCAS training must be included in training programs. This training should be consistent with current FAA guidance for applicable equipment.
- d) Training programs must include training in all installed optional equipment.

6.1.7 HAZARDOUS WEATHER AND WINTER OPERATIONS.

Proper precautions and procedures regarding hazardous weather/winter operations, which may be unique to HS- 125 and BAe-125 aircraft, should be addressed. For example, topics such as proper use of wing/tail anti-ice, flap clearance on snow covered ground surfaces, antiskid braking characteristics when stopping on slippery runways, use of procedures described in the windshear training aid, hazards associated with rejecting takeoffs near V1 on slippery runways, and other such topics are appropriate for emphasis in training programs.

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

6.1.8 CREWMEMBER EMERGENCY TRAINING. (14 CFR 135.331)

Appropriate emergency training must be given to each crewmember on the location, type, function, and operation of each item of emergency equipment that may be different on each HS-125 variant or the BAe-125. Training may be accomplished by pictures or videotape if, prior to line operation, adequate knowledge of equipment use is demonstrated to an FAA inspector, or authorized representative of the administrator, or check airman for that variant in a static aircraft or approved training device.

- a) Where equipment is common, instruction may be adjusted for those crewmembers qualified and current on other HS-125 variants or the BAe-125 provided records are available which demonstrate that crewmembers meet 14 CFR 135.331 requirements. For example, where elements of interior configurations are common, training may be simultaneously credited for variants.
- b) For different emergency equipment, doors, communications, or other interior configuration elements, even when within the same series (e. g. HS-125-600, etc.), training on emergency equipment for each variant is required in accordance with MDRs.
- c) For those PICs unfamiliar with high altitude/oxygen requirements, training must also conform to the provisions of 14 CFR 61.31(g), (Reference 6.1.6(a) above).
- d) For 14 CFR 91 operations, equivalent training is recommended.

6.1.9 TRAINING FOR BAe-125 "SEAT DEPENDENT" TASKS

For 14 CFR 135 operations, proper accomplishment of certain HS-125/BAe-125 tasks, procedures, or maneuvers require training of a crewmember for a particular crew position (e. g. captain, first officer, check airman, etc.). Thus training programs including those programs leading to airman certification for an ATP or type rating should recognize and address the necessary seat/position related tasks for the applicable crewmember or certification that is intended. For example, an applicant for addition of a BAe-125 type rating to an ATP would be expected to receive training in ground taxi by use of the nose wheel steering, including transitioning to or from the nose wheel steering during crosswind takeoffs or landing. Each training program should, accordingly, address seat dependent tasks or maneuvers to the extent necessary to satisfy crew qualification objectives.

Seat Dependent Tasks for both the HS-125 and BAe-125 are Level B from the left seat to the right seat and Level E from the right seat to the left seat.

Procedures and/or maneuvers which are considered to have seat dependent elements are as follows:

- Use of nose wheel steering during taxi
- Rejected Takeoff
- Crosswind takeoffs and landings

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

Other items which could in some circumstances have seat dependent elements, and may need to be considered and addressed under 14 CFR 135 (as determined by each operator and POI on a case by case basis) include the following:

- Cat II/III operations
- Engine inoperative landings
- Emergency communications
- Loss of all generators
- Emergency Descent
- Operation on emergency power

For 14 CFR 91 operations, the completion of equivalent training is recommended for pilot, copilot or flight instructor crew positions.

6.2 INITIAL, UPGRADE, OR TRANSITION TRAINING

6.2.1 Pilots Initial, Upgrade, and Transition Ground Training - 14 CFR 135.345.

Pilots Initial, Upgrade, and Transition Ground Training is accomplished in accordance with 14 CFR 135.345. When more than one variant is to be flown or transition from one variant to another is to be accomplished, appropriate ground instruction in differences is required for each variant consistent with MDR provisions.

6.2.2 Pilots Initial, Upgrade and Transition Flight Training - 14 CFR 135.347.

Pilots Initial, Upgrade and Transition Flight Training is accomplished in accordance with 14 CFR 135.347. When flight training is accomplished, and several variants are to be flown, flight training should suitably address each variant consistent with MDR provisions.

6.3 DIFFERENCES TRAINING (14 CFR 135.321 and 135.347)

6.3.1 General. Unless an initial or transition program is completed for each variant, differences training is necessary for each variant as shown in the MDR.

When available, samples of acceptable ODR Tables for differences are shown in Appendix 2.

- a) The differences programs of Appendix 2 for a mixed-fleet assumes a trainee has completed Initial, Upgrade or Transition Training and will receive differences training for the other variant or variants.
- b) Coverage of differences may be completed coincident either with each phases of Initial, Upgrade or Transition Training, or following completion of the training.

6.3.2 Differences Ground Training.

Differences Ground Training in the topics applicable to the pertinent variant group or groups and shown by sample ODR tables of the equivalent is required.

6.3.3 Differences Flight Training.

Differences Flight Training is required in the topics and maneuvers applicable to the pertinent variant group or groups that are shown by sample ODR tables.

Hawker Beechcraft Corporation, Model HS-125 / BAe-125
Flight Standardization Board Report

6.3.4 Engine Intermix.

Engine intermix operations (i.e. For various HS-125 series aircraft) are acceptable as specified by the AFM provided engine intermix limits and performance are clearly addressed and this information is clearly available to the flight crew and easily interpreted. Levels are per approved MDR/ODR differences tables.

6.3.5 HS-125/BAe 125-1000 FMS Differences.

When Level C or greater requirements be shown for differences training due to Flight Management Systems (FMS) training must include "hands-on" instruction with the FMS and its' components.

6.4 RECURRENT TRAINING

6.4.1 Recurrent training must include appropriate training in accordance with 14 CFR 135.351 for each variant group consistent with the items and levels specified by MDR and ODR tables for differences training.

6.4.2 Recurrent Flight Training requires appropriate maneuvers and procedures to ensure that an airman can meet the requirements of 14 CFR 135.293(b). Maneuvers and procedures addressed must account for each variant operated. ODR table provisions identify differences in maneuvers or procedures between variants which must be addressed in the operator's or training center's recurrent program. The extent of the competency shall be determined by the administrator or authorized check pilot.

6.5 LOFT PROGRAMS (14 CFR 121.407(c) (1) & (2), 14 CFR 121 Appendix H)

Where LOFT is a part of Part 91/135 training programs, and when operators have LOFT programs as an integral part of training for their crews and where several variants are flown, POIs should review LOFT credits to assure suitability for each variant. If simulators used for LOFT have differences from the variants actually flown, LOFT credits may be reduced or eliminated if such differences are determined to have a significant adverse effect on the effectiveness of LOFT. LOFT credit between HS-125 and BAe-125 programs is not appropriate.

7. FSB SPECIFICATIONS FOR CHECKING

7.1 GENERAL.

7.1.1 Separate HS-125 and BAe-125 Checks/Evaluations

Checks or evaluations specified by 14 CFR 61, FAA Order 8900.1, 14 CFR 135 Subpart G, apply separately to HS-125 and BAe-125 variants except as permitted by MDRs and ODRs. 14 CFR 135.347 training/checking differences items within each of the HS-125 variants and the BAe-125 are accomplished as specified by MDRs and ODRs. Equivalent checking for 14 CFR Part 91 pilot, copilot or flight instructor crew positions is recommended.

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

7.1.2 Areas of Emphasis.

The following areas of emphasis should be addressed during checks:

- a) Manual and Automatic flight. Proficiency with both manual and automatic flight in normal, and non-normal situations including the use of appropriate Flight Guidance System modes.
- b) Unique features. Proper use or understanding of features not commonly found on other Part 91/135 transport aircraft at the present time such as rudder bias, digital electronic engine control (DEEC), full authority digital engine control (FADEC) and flight control system breakout.
- c) Unique Flight Characteristics. Proper response to flight characteristics which are different from earlier -125 series aircraft (e.g., lateral control following an engine failure during takeoff/missed approach, and reduced flap/no flap approaches and landings).
- d) MMEL Use. Dispatch relief under the provisions of the company MEL should receive emphasis as part of the normal checking process in order to address those issues related to crew workload and safety. This is particularly important in the extended range BAe-125.
- e) Other characteristics. Timely and correct response to situations that could be experienced with long-range aircraft such as proper enroute fuel monitoring and management on long range flights, and proper performance of long range/over water navigation procedures (if applicable).

7.2 MANEUVERS/PROCEDURES OR SPECIAL CHARACTERISTICS

7.2.1 FMS Demonstration of Competency

- a) FMS checking for the BAe 125-1000, or for HS-125 series aircraft if an FMS is installed, should include a demonstration of both normal and non-normal procedures as necessary. Specific items and flight phases to be checked include any applicable initialization, takeoff, departure, cruise, arrival, precision and non precision approach, missed approach, holding, diversion to an alternate or route change and pertinent non-normals.
- b) For long-range remote area or oceanic operations, FMS use may include emphasis on items such as proper step-climb considering enroute winds, engine-out diversion planning, and fuel management.
- c) -For all -125 series aircraft where navigation is accomplished through use of an FMS, a high degree of proficiency with BASIC FMS FEATURES should be exhibited to initialize or find necessary information to safely accomplish a flight, to properly configure the aircraft (confirm V speeds, etc.) and to satisfy commonly accepted ATC clearances without undue delay. However, it is recognized that demonstration of mastery of each and every feature of FMS, use of the full range of alternative techniques, use of the optimum technique for a particular task, or use of extra/optional features and other such "mastery level" skills common to experienced FMS users may not necessarily be mature at the time of initial certification of an applicant. The key factor to be evaluated is whether the applicant can safely, confidently and expeditiously use the FMS to achieve the desired outcome and assure safe flight without undue errors, delays, distractions or unsafe results.
- d) Proper FMS use in conjunction with outside visual traffic scan, particularly in terminal areas, should be demonstrated. Prolonged fixation on FMS significantly detracting from outside scan should be avoided.

Hawker Beechcraft Corporation, Model HS-125 / BAe-125
Flight Standardization Board Report

7.2.2 "No Flap" Approaches

Checking regarding "No Flap" Approaches for HS-125 series aircraft or the BAe- 125 is conducted in accordance with the provisions of paragraph 3.2. "No Flap" and "Hydraulic System Abnormal" approaches may be combined and should be addressed during training.

7.2.3 Engine-Out Handling

Engine-out handling in the BAe-125-1000, in specific regimes, represents a qualitative change when compared to earlier HS-125 series aircraft. An engine failure on takeoff or missed approach, in the case of the 125-1000, requires significantly more rudder and the use of rudder trim when compared to earlier HS-125 series aircraft. While the rudder bias system on the BAe-125 functions in the same manner as on earlier HS- 125 series aircraft, it does not compensate fully for the increased thrust on the PW 305 engines. This introduces some handling qualities unique to the -1000. Crews must be able to safely demonstrate their ability to handle the aircraft in the engine-out configuration.

7.2.4 HS-125 Specific Items

Since HS-125 variants have been in 14 CFR 91/135 service for an extended period of time, and acceptable checking procedures have been previously established by the FAA, no specific items beyond those listed in 7.2.1 through 7.2.3 are identified in this report. Questions regarding specific items for HS-125 variants may be addressed to the HS-125 FSB Chairman.

7.2.5 BAe 125-1000 Specific Items

This section is not intended to be an inclusive listing of all BAe 125-1000 items that should be addressed during checking. Rather, it is intended to highlight those airplane specific items noted by the FSB during its evaluation effort. Items included here represent specific emphasis items:

- a) Checklists. Applicants should clearly demonstrate the ability to find pertinent items and accurately use BAe 125-1000 non-normal checklists in a timely manner.
- b) Automatic Flight Control System. Crews should have a clear understanding of Guidance Control Panel use including confirmation of mode arming. They need also understand engagement and use of main instrument panel and Electronic Attitude Display Indicator (EADI) annunciations as these relate to the Automatic Flight Control System (AFCS). Crews should be sufficiently familiar with Guidance Control Panel use, annunciations and AFCS to easily and reliably satisfy routine flight path control requirements, comply with typical ATC clearances, and respond to non- normal situations such as engine failure or emergency descent. Crews should demonstrate a clear understanding regarding which modes are armed or active, and how to select the mode desired. Crews should exhibit confidence in actions taken to accomplish particular maneuvers and be able to respond to those situations where the aircraft fails to respond as anticipated.
- c) FADEC System (PW 305 Engine). The PW 305 engine incorporating a FADEC system bears no relationship to the 731 or previous engines installed on earlier HS-125 variants. The FADEC fault lights, as a part of this new engine, are also new to the -1000 and have important implications for crewmembers. The PW 305 engine itself reflects some very significant differences in terms of both performance and operation. Normal, abnormal and emergency procedures have changed with regard to these engines, and these features need to be fully understood by crewmembers. Crews should be able to demonstrate a clear understanding of this new engine and the associated FADEC system, and be capable of responding expeditiously to both abnormal and emergency situations.

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

- d) Flight Control System/Aileron and Elevator Breakout. The flight controls perform the same functions on the -1000 as on earlier series -125 aircraft. Specific changes have taken place, however, and additional aerodynamic devices are fitted to the aircraft. To the pilot flying in normal operation no differences other than control forces are experienced. Probably the most significant changes are reflected in the elevator and aileron controls. These have been redesigned on the BAe 125-1000 to allow for a breakout (split elevator or ailerons) in the event of a control jam. Whereas the cockpit controls are mechanically linked together, the design is such that if a control becomes jammed, force can be applied to the other control to cause the mechanical connection to be broken ("Break Out") allowing control of one half of the control surfaces (aileron or elevator). This new feature was imposed by the CAA in order to comply with the requirements of the JAR's. Crewmembers need to demonstrate a complete understanding of new flight control features with particular emphasis on elevator/aileron breakout and associated implications should it become necessary to "Break Out" controls.
- e) Communication Radio Management. Clear understanding and use of the communication radio panels and audio control panels should be demonstrated. This is particularly important when flight training device (FTD) and simulator training sessions may not fully incorporate simulated ATC.
- f) Fuel System. Significant changes have taken place with the fuel system on the -1000 when compared to earlier HS-125 variants. Detailed background knowledge is required regarding its use. Major changes include the following:
- Introduction of a second ventral fuel tank installed in an enlarged wing-fuselage fairing (FWD).
 - All fuel control valves now electrically actuated.
 - Introduction of a fuel contents gauging system for both ventral tanks.
 - Low pressure shutoff valves (L.P. cocks) controlled via fire handles.
 - Crossfeed valve, interwing transfer valve and ventral fuel transfer valves controlled by roof panel switches.
 - Modified roof panel switches.
- Because of the criticality of fuel computations during long range/over water flights crews should be particularly familiar with fuel management procedures and the manner in which fuel computations are made and displayed on the FMS.
- g) Electrical System. The overall architecture of the -1000 electrical system when compared to earlier HS-125 series aircraft reflects significant changes. These in conjunction with corresponding alterations to procedures and limitations need to be completely understood by crewmembers.
- h) Other Unique Features. Other features unique to the -1000 are apparent in the following systems:
- Environmental/Air Conditioning
 - Hydraulic
 - Oxygen
 - Master Warning System (MWS)

Hawker Beechcraft Corporation, Model HS-125 / BAe-125
Flight Standardization Board Report

7.3 TYPE RATINGS.

7.3.1 Oral Exam

Unless otherwise specified by ODR tables, the oral portion of a type rating practical test need only address the variant(s) to be flown. For qualification in accordance with ODR tables, an appropriate oral exam for the pertinent variant (s) should be administered by an FAA inspector or qualified pilot examiner.

7.3.2 Pilot Seat to be Used

The practical test for a HS-125 or BAe 125 ATP or Type Rating must be demonstrated from the left pilot seat.

7.3.3 Variant to be Used

Airmen may complete the necessary practical test in any HS-125 variant for issuance of an HS-125 pilot type rating, and in any BAe 125-1000 for issuance of a BAe-125 type rating.

7.3.4 Differences

Before airmen serve as Pilot-in- Command (PIC) under 14 CFR 135 in a variant other than that in which a type rating practical test was completed, differences qualification in accordance with MDR provisions must be completed. For 14 CFR 91, the completion of equivalent differences training for pilot, co-pilot or flight instructor crew positions is recommended.

7.3.5 Preflight Inspection Exemptions

Operators qualifying aircrews in one or more variants and who conduct the "interior and exterior visual preflight inspection" portion of practical tests under provisions of an exemption should separately apply provisions of that exemption to HS-125 and BAe 125- 1000 variants. Where crewmembers fly more than one variant and differences in emergency equipment exist, operators should account for those differences in a manner acceptable to the FAA when applying provisions of an exemption.

7.3.6 Airmen Employed Under 14 CFRs 91/135

To the maximum extent possible, a practical test for an applicant intending to operate under 14 CFRs 91/135 should be conducted in a variant of the same group as that intended to be flown (e.g. Test conducted using an HS-125-600 series aircraft for an applicant intending to fly an HS-125-600). In the event this is not possible or practical, or where an HS-125 or BAe-125 Type Rating is sought and no specific HS-125 or BAe-125 operation is planned or intended, the test may be conducted using any respective HS-125 variant (for the HS-125 type rating) or a BAe 125-1000 (for the BAe-125 type rating). In this instance, and following a successful test, the applicant should be advised of the need to completing subsequent differences training if other variants are to be flown. The inspector should recommend that at least one of the following provisions be met prior to serving as PIC of a different variant than the one in which the original test was accomplished.

- a) Completion of differences qualification in accordance with or equivalent to that specified for 14 CFR 135 (e.g. compliance with MDRs and ODRs),
- b) Completion of a proficiency check in accordance with 14 CFR 61.58 in the variant(s) to be flown, or
- c) Completion of a proficiency check in accordance with or equivalent to that specified by 14 CFR 135.

Hawker Beechcraft Corporation, Model HS-125 / BAe-125
Flight Standardization Board Report

7.4 PROFICIENCY CHECKS/EVALUATIONS

7.4.1 Separate HS-125 and BAe 125-1000 Proficiency Checks

Except as specified in approved ODR tables, proficiency checks/evaluations are administered separately for HS-125 variants and the BAe 125-1000. A pilot in command receiving a Proficiency Check must occupy the left seat in the HS-125 and BAe-125 aircraft.

7.4.2 Proficiency Checks Address Each Variant Flown

When a proficiency check/evaluation addresses qualification in more than one variant (HS-125 series aircraft), the check may primarily address one variant. However, portions of the check should be accomplished in relevant combinations of training devices, simulators or aircraft, to ensure assessment of competency related to other variants flown.

7.4.3 Substitution of Recurrent Flight Training

Satisfactory completion of a proficiency check may be substituted for recurrent flight training as permitted in 14 CFRs 135.293 & 135.297 for either the respective HS-125 or BAe 125-1000 types.

7.4.4 Alternating Proficiency Checks

If crews fly HS-125 variants and the BAe 125-1000 in a mixed fleet, proficiency checks should alternate each six months for PICs, and annually for First Officers between these two variant groups. When alternating checks are accomplished, the differences assessment for respective HS-125 variants being evaluated may be satisfied by ground training, written questionnaire, oral review or other method approved by the POI.

7.4.5 14 CFR 61.58 Checks

Proficiency checks which may be required in accordance with 14 CFR 61.58 should be administered using the same variant or a variant within the same group as the aircraft intended to be flown unless otherwise authorized by the FAA.

7.4.6 BAe 125-1000 "Initial Level E Proficiency Checks" for Crews Qualified in the HS-125 (RESERVED)

This section is reserved for future use. Guidance provided here would apply to those airmen qualifying in the BAe 125-1000 through a Differences program based on the HS-125, in accordance with approved ODR tables. It would not apply to airmen qualifying for the BAe 125-1000 through an initial or transition course. Since a differences qualification program from HS-125 variants to the BAe 125-1000 was not specifically evaluated, provisions are not identified here beyond general identification of the applicable differences levels outlined in the MDR (Appendix 1).

7.4.7 HS-125 "Initial Level E Proficiency Checks" for Crews Qualified in the BAe 125-1000 (RESERVED)

This section is reserved for future use. Guidance provided here would apply to those airmen qualifying in the HS-125 through a "Differences" program based on the BAe 125-1000, in accordance with approved ODR tables. It would not apply to airmen qualifying for the HS-125 through an initial or transition course. Since a differences or transition program from the BAe 125-1000 to HS-125 variants was not specifically evaluated, provisions are not identified here beyond general identification of the applicable differences levels outlined in the MDR (Appendix 1).

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

7.5 USE OF FTDs FOR SPECIFIC CHECK/EVALUATION ITEMS

HS-125 and BAe 125-1000 Flight Training Devices may be used for specific checking items for the ATP, Type Rating, Proficiency Check or Proficiency Evaluation when approved for that checking item by the FSB, National Simulator Evaluation Team (NSET) and POI consistent with the Level of Checking specified by this report. (Reference Para. 10.2.3)

7.6 LINE CHECKS (14 CFR 135.299) & SUPERVISED OPERATING EXPERIENCE (SOE) (61.157(g))

Line checks shall be accomplished by the administrator or by a designated pilot examiner in accordance with the provisions of 14 CFR 135.299. Pertinent ODR items should be addressed as needed in those instances where a crewmember operates more than one variant (HS-125) in line operations. A pilot in command receiving a Line Check must occupy the left seat in the HS-125 and BAe-125 aircraft.

Supervised Operating Experience shall be conducted by individuals qualified in the respective variant (HS-125) or Type (BAe-125) in accordance with applicable 14 CFRs and this report. The recipient of SOE must occupy the left seat to receive pilot in command credit for SOE.

7.7 QUALIFICATIONS OF FAA INSPECTORS OR CHECK AIRMEN

For purposes of airman certification, FAA Inspectors, Designated Pilot Examiners or check airmen should have completed appropriate qualification for the respective HS-125 variant or the BAe 125-1000. Unless otherwise specified by FAA, airman certification for HS-125 variants and the BAe 125-1000 should only be accomplished by individuals qualified in the respective HS-125 variant(s) or the BAe 125-1000.

8. FSB SPECIFICATIONS FOR CURRENCY

8.1 CURRENCY (Recency of Experience)

8.1.1 Currency required by 14 CFR 61.57 and 135.247

Currency is addressed separately for the HS-125 and BAe 125-1000 unless otherwise approved through ODR tables. For programs approved through ODR tables, currency must comply with MDRs.

8.1.2 Currency for Mixed Fleet Flying Operations

Various currency Levels are specified between HS-125 variant group (1A through -900XP) and the BAe 125-1000. This does not preclude alternating currency credit between HS-125 variant group (1A through -900XP) and the BAe 125-1000. This is appropriate since handling qualities of HS-125 variants and the BAe 125-1000 (in the "normal" regime) are similar. Takeoffs and landings performed in HS-125 variants and the BAe 125-1000 are equivalent, provided differences currency is maintained in accordance with approved ODR table provisions.

When MDR/ODR specifies Level B Currency, currency is maintained by operating the variant through a flight segment in the previous 180 days.

When MDR/ODR specifies Level C Currency, currency is maintained by operating the variant aircraft through a complete flight segment within the previous 90 days.

When MDR/ODR specifies Level D or E Currency, currency is maintained by operating the variant aircraft through 3 complete flight segments within the previous 90 days.

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

For 14 CFR Part 91 operations, an equivalent level of standards regarding crewmember understanding of aircraft performance, systems knowledge and procedural issues should be ensured for pilot, co-pilot and flight instructors.

8.1.3 Use of the Term "Segment" as Applied to Currency

For purposes of this FSB report, a segment consists of the following flight phases or maneuvers: Preflight, Start, Taxi, Takeoff, Climb, Cruise, Descent, Approach, Landing and Shutdown. Credit for a segment requires that a crewmember serve in an appropriate cockpit crew position (left or right pilot seat) during the necessary flight phases or maneuvers, but does not require the crewmember to physically control the aircraft or autopilot during those phases/maneuvers. Both pilots may take credit for a segment even though only one actually controls the aircraft during the takeoff or landing.

8.2 METHODS FOR RE-ESTABLISHING CURRENCY

8.2.1 Re-Establishing Currency at Level B. Currency is re-established at difference Level B by review of Placards, Limitations and Operating Procedures prior to operating the variant.

8.2.2 Re-Establishing Currency at Level C. Currency is re-established at difference Level C by operating the variant with a qualified PIC for at least one flight segment, completing a Line Check with a Line Check Airman, completing a proficiency check in the variant or compliance with 14 CFR 61.57(d) recent flight experience requirements in variant.

8.2.3 Re-Establishing Currency at Level D or E. Currency is re-established at difference Level D or E as specified in 14 CFR 61.57, 61.58, 135.247, or as specified by approved ODR tables.

9. AIRCRAFT COMPLIANCE CHECKLIST

9.1 General

Compliance checklists are provided as an aid to FAA Certificate Holding District Offices (CHDOs) in identifying those specific rules or policies for which compliance has already been demonstrated to FAA for a particular aircraft type, variant or variant group. The checklist also notes rules or policies which remain to be demonstrated to CHDOs by operators.

9.2 HS-125 Compliance Checklist

Due to prior 14 CFR 91/135 operating experience of the HS-125 fleet of aircraft, a Compliance Checklist for the HS-125 has not been included in this report. Inspectors who may need to establish compliance with operating rules for a new operator or HS-125 variant new to that operator are encouraged to coordinate with the POI of another 14 CFR 91/135 operator currently operating HS-125's.

9.3 BAe 125-1000 Compliance Checklist. A BAe 125-1000 compliance checklist is provided in Appendix 4.

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

9.4 Discussion of Specific Compliance Items

9.4.1 Emergency Evacuation/BAe 125-1000

Beyond ascertaining that the aircraft met the general certification requirements established under 14 CFR 25.803(a), the FSB did not conduct formal emergency evacuation demonstrations. The requirements of 14 CFR 135.123 must be accomplished by the operator and FAA field offices holding certificate responsibility for this aircraft (under Part 135 operations). CHDOs should also be guided by those procedures/requirements outlined in 8900.1, as applicable.

9.4.2 Ditching Demonstration/BAe 125-1000

While no specific requirement for a ditching demonstration exists under Parts 91/135, operators/crewmembers must comply with the requirements of 14 CFR 135.331 and must be familiar with the general handling characteristics and procedures outlined in the aircraft performance manual.

9.4.3 HS-125 Forward Observer Seat

The forward observer seat is considered acceptable for use under 14 CFR 135.75. No forward passenger seat was demonstrated suitable.

9.4.4 BAe 125-1000 Forward Observer Seat

The forward observer seat is designed to meet the requirements of 14 CFR 135.75. No forward passenger seat was demonstrated suitable.

9.4.5 Proving Flights

Proving Tests to comply with 14 CFR 135.145 should be conducted in accordance with FAA Order 8900.1, Volume 3, Chapter 29.

10. FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

10.1 DEVICE AND SIMULATOR CHARACTERISTICS

Device and simulator characteristics pertinent to HS-125 and BAe-125 variants are as specified by 14 CFR Part 135, Part 142 and the FAA NSET, except as described below.

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

10.2 SPECIAL REQUIREMENTS

Special device or simulator characteristics are described for training, checking and re-establishing currency as follows:

10.2.1 Different Engine Display Formats

When different engine display formats are used due to operation with different engine types (HS 125-1A through -800XP), in addition to simulator or flight training device (FTD) training for an appropriate variant, crews should be exposed to the alternate engine instrument presentations by some additional means (e.g. computer based training (CBT), simulator, photos, drawings, etc.) adequate to ensure proper display interpretation and use.

10.2.2 Combinations of Devices and Simulators

The combination of devices and simulators should adequately address training requirements resulting from differences in optional equipment (e.g. thrust reverser differences based on different engine types, single vs. double cue flight director systems, INS, etc.).

10.2.3 Use of FTDs for Specific Check/Evaluation Items

Since during static operations certain FAA approved BAe 125-1000 flight training devices (FTDs) may have identical characteristics to C or D level simulators, specific ATP, type rating or proficiency check/evaluation items may be completed in those FTDs. This may be appropriate for items such as FMS preflight/ initialization or engine start abnormalities. Under 14 CFR Part 135, specific checking credit in such instances must be approved by the POI following coordination with the NSET. When such credit is approved by the POI, use of this credit for a particular check is at the discretion of the FAA inspector/DPE conducting the evaluation. Under 14 CFR Part 91 operations, equivalent standards should be maintained for pilot, co-pilot and instructor crew positions.

10.2.4 Use of FTDs as a Minimum Acceptable Means for Re-Establishing Currency

In those instances where ODR tables may identify use of a flight training device (FTD) as a minimum acceptable means to re-establish certain currency provisions, the FSB has determined that certain FTDs may be used even though they may not fully satisfy FAA Level 6 Flight Training Device requirements. POI approval of such exceptions requires both NSET and FSB concurrence on a case-by-case basis.

10.3 AIRCRAFT SIMULATOR AND DEVICE COMPATIBILITY (Ref. 14 CFR 135.335)

When variants are flown in mixed fleets, the combination of simulators and devices used to satisfy MDR and ODR provisions should address specific variants flown by that operator. The acceptability of differences between devices, simulators and aircraft operated should be addressed by the POI.

10.4 DEVICE APPROVAL

Requests for device approval should be made to the POI/TCPM. If device characteristics clearly meet established FAA criteria and have been approved by the NSET, the POI/TCPM may approve those devices for that certificate holder. Where devices do not clearly satisfy a given level, the POI/TCPM should request advice from the FSB Chairman, NSET or AFS-200.

11. APPLICATION OF FSB REPORT

11.1 OPERATORS WITH ANY SINGLE VARIANT (No Differences).

Apply relevant parts of this report (e.g. Type Rating designation, checking maneuvers related to 14 CFRs 91/135, etc.) following the effective date of this report.

11.2 14 CFR PART 135 OPERATORS WITH A MIXED FLEET.

11.2.1 Apply the provisions of paragraph 11.1 as described above. In addition, compliance with MDRs, ODRs, and other relevant FSB report provisions is required.

11.2.2 "HS-125 SERIES AIRCRAFT

For the HS-125 series aircraft, compliance should be within a period of 12 months from the date of approval of this report (e.g. operators mixed-fleet-flying HS-125 series aircraft should have ODR tables approved by FAA) or obtain alternate compliance. Since FAA review and approval of programs, devices, training methods and other items requires a reasonable period of time and since operators may need to apply for approval, operators should plan to submit proposed ODR tables to POIs within 10 months of the date of this report in order to ensure timely review and approval of their respective program(s).

11.2.3 BAe 125-1000 AIRCRAFT

For the BAe 125-1000, compliance should be established prior to any 14 CFR 135 operations. 14 CFR Part 91 operators should be encouraged to apply equivalent appropriate provisions except that certain items are required even under 14 CFR Part 91, such as pilot type rating designation. These items have been noted where applicable.

12. ALTERNATE MEANS OF COMPLIANCE

12.1 APPROVAL LEVEL AND APPROVAL CRITERIA.

Alternate means of compliance to differences requirements of 14 CFR 135 Subparts G and H for mixed fleet operations, other than as specified in provisions of this report, must be approved by the FSB. If Alternate compliance is sought, operators must show that the proposed alternate means provides an equivalent level of safety to the provisions of AC 120-53 and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation or other evidence may be required.

12.2 EQUIVALENT SAFETY

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

12.3 INTERIM PROGRAMS

In the event of clearly unforeseen circumstances in which it is not possible for an operator to comply with MDR provisions, the operators may seek an interim program rather than a permanent alternate compliance method. Financial arrangements, scheduling adjustments and other such reasons are not considered unforeseen circumstances for the purposes of this provision.

13. MISCELLANEOUS - RESERVED

Hawker Beechcraft Corporation, Model HS-125 / BAe-125
Flight Standardization Board Report

APPENDIX 1

MASTER DIFFERENCE REQUIREMENTS

MASTER DIFFERENCE REQUIREMENTS TABLE

		FROM Aircraft (Base Aircraft)										
		HS-125 Series 1A-400 (*)	HS-125 Series 600 (*)	HS-125 Series 700 (*)	HS-125 Series 800 (*)	Hawker 800XP SPZ8000 (*)	Hawker 800XP EFIS 86 (*)	Hawker 800XP ProIn 21 (*)	Hawker 850XP (*)	Hawker 900XP (*)	BAe- 125 -1000 (**)	Hawker 750 (*)
T O A i r c r a f t	HS-125 Series 1A-400	C/C/B 1,8	D/C/B 2	D/D/B	D/D/B	D/D/B	D/D/B	D/D/B	D/D/B	D/D/B	E/E/E 3	D/D/B
	HS-125 Series 600	D/C/B 2	A/A/B 8	C/C/B	C/C/B	D/C/B	D/C/B	D/C/B	D/C/B	D/C/B	E/E/D	D/C/B
	HS-125 Series 700	D/D/B	C/C/B	A/A/B	C/B/B	D/C/B	D/C/B	D/C/B	D/C/B	D/C/B	E/D/B	D/C/B
	HS-125 Series 800	D/D/B	C/C/B	C/B/B	A/A/B 5	C/B/B	B/B/B	C/B/B	C/B/B	C/B/B	E/D/B	D/C/B
	Hawker 800XP SPZ-8000	D/D/B	D/C/B	D/C/B	C/B/B	A/A/B 5,6	C/B/B	C/B/B	C/B/B	C/B/B	E/C/B	C/B/B
	Hawker 800XP EFIS-86	D/D/B	D/C/B	D/C/B	B/B/B	C/B/B	A/A/B 7	C/B/B	C/B/B	C/B/B	E/D/B	C/B/B
	Hawker 800XP Proline 21	D/D/B	D/C/B	D/C/B	C/B/B	C/B/B	C/B/B	A/A/B 4	A/A/B	B/A/B	E/E/C	A/A/B
	Hawker 850XP	D/D/B	D/C/B	D/C/B	C/B/B	C/B/B	C/B/B	A/A/B	A/A/B 4	B/A/B	E/E/C	A/A/B
	Hawker 900XP	D/D/B	D/C/B	D/C/B	C/B/B	C/B/B	C/B/B	B/A/B	B/A/B	A/A/B 4	E/E/C	B/A/B
	BAe-125 Series 1000	E/E/E 3	E/E/D	E/D/B	E/D/B	E/C/B	E/D/B	E/E/C	E/E/C	E/E/C	E/E/C	A/A/B 5
Hawker 750	D/D/B	D/C/B	D/C/B	D/C/B	C/C/B	C/B/B	A/A/B	A/A/B	B/A/B	E/E/C	A/A/B 4	

NOTES

- 1) EXCEPT A/A/A WITHIN A GIVEN VARIANT.
- 2) ASSUMES TRANSITION FROM A 600 SERIES TO THE 1A SERIES (OR VICE-VERSA).
- 3) ASSUMES TRANSITION FROM 1A OR 3A/RA SERIES AIRCRAFT TO BAe-125-1000 (OR VICE-VERSA).
- 4) FOR COLLINS PROLINE 21 EQUIPPED AIRCRAFT, THE INSTALLATION OF IFIS-5000 REQUIRES C/B/C.
- 5) INSTALLATION OF HONEYWELL EPIC CDS/R ON SPZ-8000 AIRCRAFT IS C/B/C, AFGS option is C/B/C.
- 6) INSTALLATION OF TFE731-50R ENGINE ON SPZ-8000 AIRCRAFT IS B/A/B.
- 7) INSTALLATION OF COLLINS IDS-3000 ON PROLINE 2 EFIS-86 AIRCRAFT IS D/C/C.
- 8) INSTALLATION OF TFE 731ENGINE ON RR VIPER ENGINE AIRCRAFT IS C/C/B.

(*) TYPE RATING **HS-125** IS FOR; HS-125/1A, HS-125/3A-RA, HS-125/400, HS-125/600, HS-125/700, HS-125/800, Hawker 800XP, Hawker 850XP, Hawker 900XP, Hawker 750.

(**) TYPE RATING **BAe-125** IS FOR BAe-125-1000, Hawker 1000.

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

APPENDIX 2

SAMPLE ODR TABLES

DIFFERENCE AIRCRAFT: BAe-125-800A, Hawker 800 with CDS/R BASE AIRCRAFT: BAe-125-800A, Hawker 800 SAMPLE ODR				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
22 Autopilot	No Change	No	Minor	X				A	A
23 Communication	No Change	No	Minor	X				A	A
31 Indicating	CAS messaging is added to the MFD for CDS/R monitoring only.	No	Minor			FTD		B	B
34 Flight Instruments	5x5" EFIS displays replaced by 8x10" EFIS displays : ▪ Attitude Indicator, Horizontal Situation Indicator Analog instruments replaced with 8x10" EFIS : ▪ Altimeter, RMI	No	Minor			FTD		B	C
34 EFIS Controllers	New EFIS format selections; Added PFD/MFD menu control through joystick; New reversion controller	No	Minor			FTD		B	C
34 FMS	NZ-9XX to NZ-2000	No	Minor			ICBT		B	C
34 Flight Director	Flight Director Mode Selection is menu selection on CDU (CD-820)	No	Minor	X				A	A
34 Air Data	Altitude Pre-selector Controller is new. Altitude Baro Set is provided on the EFIS Display Controller.	No	Minor		CPT			A	A
34 Navigation	No Change	No	Minor	X				A	A
34 TCAS	Integrated with EFIS display and display control panels.	No	Minor			CBT		A	C
34 TAWS	Integrated with EFIS display and display control panels.	No	Minor			CBT		A	C

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

DIFFERENCE AIRCRAFT: BAe-125-800A, Hawker 800 with CDS/R BASE AIRCRAFT: BAe-125-800A, Hawker 800 SAMPLE ODR				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Inst Panel Layout	Replace EADI/EHSI/ALT with PFD. Replace MFD to left side.	No	Minor			FTD		B	C
Inst. Controls Layout	Controls for CRS/HDG/ALT moved to bottom instrument panel (RI-553)	No	Minor			FTD		B	C
Instrument Panel Annunciators	Several EFIS annunciators are deleted or moved to center pedestal.	No	Minor		CPT			B	B
Standby Flight Instruments	Moved location of Standby Instruments.	No	Minor	X				A	B

DIFFERENCE AIRCRAFT: BAe-125-800A, Hawker 800 with CDS/R BASE AIRCRAFT: BAe-125-800A, Hawker 800 SAMPLE ODR				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Inflight Maneuvers	Replace EADI/EHSI/ALT with PFD	No	Minor			FTD		B	C
Instrument Procedures	Replace EADI/EHSI/ALT with PFD	No	Minor			FTD		B	C
Emergency Procedures	Replace EADI/EHSI/ALT with PFD	No	Minor			FTD		B	C
Abnormal Procedures	Replace EADI/EHSI/ALT with PFD	No	Minor			FTD		B	C

Acronyms used in the Differences Tables:

- X = Pilot's Operating Handbook and or Flight Manual Supplement
- AVT = Audio / Visual Training
- CBT = Computer Based Training
- ICBT = Interactive Computer Based Training
- FTD = Flight Training Device (Level 1 to 7)
- FBS = Fixed Base Simulator (Level 5 to 7)
- CPT = Cockpit Procedures Trainer
- FFS = Full Flight Simulator (Level A, B, C, D)

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: HAWKER 900XP									
BASE AIRCRAFT: HAWKER 800XP/850XP									
DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING				CHKG/CURR	
				LVL A	LVL B	LVL C	LVL D	CHK	CURR
General Airplane Configuration	Factory Winglets are change for the 850XP and 900XP from the 800XP, Winglets include dual LED red and green position lights, both LEDs assemblies in each wingtip are required to be operative to meet night operation certification. (This difference is not specific to 900XP)	No	No	X				A	B
Weights	- No Change -								
Airworthiness Limitations	New Minimum Operating Weight Change Operating Temperatures New Crosswind Takeoff limit Change wing tactile check requirement Engine Limits for approved Oil and Fuel Change in circuit breaker procedure New Brake Energy Limits	No	No	X				A	B
Placards and Markings	Overhead placard for engine limits has changed	No	No	X				A	B
Servicing	TFE731-50R has different oil and fuel requirements from the TFE731-5BR.	No	No	X				A	B
Engines	Replaced TFE731-5BR-1H turboprop engines to with TFE731-50R engines	No	Yes		CBT AVT			A	B
Flight Deck	3 position ignition switch is incorporated for "Auto", "On" and "Off"	No	Yes	X				A	B
Instrument Panel Layout	Master warning system has additional annunciators for new DEEC fault conditions	No	Yes		CBT AVT			A	B
Cabin	- No Change -								
Flight Controls	- No Change -								
Aerodynamic Controls	- No Change -								

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: HAWKER 900XP									
BASE AIRCRAFT: HAWKER 800XP/850XP				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Engine Start	Amount of engine rotation at fuel introduction	No	No	X				A	B
Preflight	Deleted preflight action to check the oil filter bypass since it is no longer applicable Change engine cowling latches New check procedure for APR New preflight action for ENG CMPTR New check procedure for Engine Anti-Ice	No	Yes		CBT AVT			A	B
Taxi	- No Change -								
Takeoff	Changes in operation of Ignition Switches for Before Takeoff and After Takeoff	No	Yes	X				A	B
RTO Or V1 Fail	- No Change -								
Climb Cruise Decent	- No Change -								
Instrument Approaches	- No Change -								
Landing	- No Change -								
Normal Procedures	- No Change -								
Abnormal Procedures	Modified the air start procedures and added procedures for additional DEEC Annunciators for the MWS. Add APR to TAWS response procedures.	No	Yes		CBT AVT			A	B
Emergency Procedures	Added two red Annunciators for the DEECs. Smoke Procedures change for full face oxygen masks.	No	Yes		CBT AVT			A	B
In-Flight Maneuvers	- No Change -								

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

SAMPLE DIFFERENCES TABLE					COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: HAWKER 900XP BASE AIRCRAFT: HAWKER 800XP/850XP										
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	TRAINING				CHKG/CURR		
				LVL A	LVL B	LVL C	LVL D	CHK	CURR	
24 Electrical Power	Standby Inverter is removed in late Proline 21 800XP, 850XP & 900XP (This difference is not specific to 900XP)	No	Yes	X					A	A
26 Fire Protection	- No Change -									
31 Indicating/Record	Master Warning System changes to accommodate new engine limitations Engine Fuel Annunciator temperature parameter is removed.	No	No	X					A	A
35 Oxygen	Crew Oxygen Masks are full face masks as standard equipment	No	Yes						A	B
34 Navigation	Change FMS software revision level 3 rd Stall Warning Channel (pneumatic) is removed in late 800XP, 850XP & 900XP. (This difference is not specific to 900XP)	No	No	X					A	A
45 Maintenance Computer	DEECs have ability to store data to support trend monitor and fault recording.	No	No	X					A	A
46 Information Systems	IFIS-5000 is available option with 800XP and standard equipment for 850XP & 900XP (This difference is not specific to 900XP)	No	Yes			ICBT FTD			B	C
71 Powerplant	Cowling Latches change, Oil Filter By-Pass access door is removed	No	Yes	X					A	A
72 Engine (turbine)	Replaced TFE731-5BR-1H turbofan engines to with TFE731-50R engines	No	No	X					A	B
73 Fuel Controls	New DEEC is primary fuel control	No	No	X					A	B
74 Engine Ignitions	Replaced 2 position switch with 3 position "Auto", "On" and "Off" switch DEEC controls igniters in "Auto" based on Thrust Lever Angle and Engine Rollback. New ignition/exciter boxes are used.	No	Yes			CBT AVT			A	B
75 Engine Bleed Air	- No Change -									
76 Engine Controls	- No Change -									
77 Engine Indicating	New Limits on Engine Instruments	No	No	X					A	A
78 Exhaust	- No Change -									
79 Engine Oil	Approved oils and oil consumption rate Oil Filter By-Pass Indicator removed from engine location, TFE731-50R has Oil Filter By-Pass Indicators and Chip Detector Indicators located in Rear Equipment Bay.	No	No	X					A	B
80 Engine Starting	Starting ITT Limits have changed and N2 Rotation to introduce fuel.	No	No	X					A	B

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD						
DIFFERENCE AIRCRAFT: BAe-125-800A with Collins Pro Line IDS-3000 BASE AIRCRAFT: BAe-125-800A with EFIS-86				TRAINING				CHKG/CURR		
				SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C
22 Autopilot	No Change									
23 Communication	RMU retained but relocated	No	No	X					A	A
31 Indicating / Recording	Annunciators changed, removed or relocated: • Fuel, APR, T/R, EFIS Fans, Nav, Autoflight, GPWS	No	Minor				FTD		B	C
34 Flight Instruments	5x6" EADI/EHSI displays replaced by 8x10" EFIS displays (PFD): • Attitude Indicator, Horizontal Situation Indicator Analog instruments replaced with 8x10" EFIS (PFD) : • Airspeed / Mach, Altimeter, Vertical Speed, RMI New EFIS format/control/selections • 2 Display Control Panels (DCP), 1 Course Heading Panel (CHP), 2 Digital Interface Units (DIU), 2 Curser Control Panels (CCP)	No	Yes					FBS	C	C
34 FMS	Upgraded existing dual FMS from UNS-1D to D+	No	No	X					A	A
34 Flight Director	FCC-86(e) is retained	No	No	X					A	A
34 Air Data	Altitude Pre-selector Controller is new. Altitude Baro Set is provided on the EFIS Display Controller. Replaced Dual ADC-86A Air Data Computers with Dual ADC-85A Air Data Computers	No	Minor			CPT			A	A
34 Navigation	Navigation Display available on each AFD.	No	Minor				ICBT		B	B
34 TCAS	Integrated with EFIS display and display control panels.	No	Minor			X			A	B
34 TAWS	Integrated with EFIS display and display control panels.	No	Minor			X			A	B
46 Information Systems	IFIS-5000 installed for Electronic Charts and/or Weather	No	Yes				ICBT FTD		B	C
77 Engine Indicating	Analog instruments replaced with 8x10" EFIS: N1, N2, ITT, Fuel Flow, Oil Pressure, Oil Temp.	No	Minor				FTD		B	B

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

SAMPLE DIFFERENCES TABLE					COMPLIANCE METHOD				
DIFFERENCE AIRCRAFT: BAe-125-800A with Collins Pro Line IDS-3000									
BASE AIRCRAFT: BAe-125-800A with EFIS-86									
DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING				CHKG/CURR	
				LVL A	LVL B	LVL C	LVL D	CHK	CURR
Inst Panel Layout	Replace pilot & copilot's EADI/EHSI/ALT with pilot & copilot PFDs. Replace MFD. Engine Instruments removed.	No	Minor				FBS	C	C
Inst. Controls Layout	Controls for CRS/HDG/ALT moved to glareshield eyebrow, Radar Control relocated	No	Minor				FTD	B	C
Instrument Panel Annunciators	Installed at various locations at pilot, center and copilot's instrument panel.	No	Minor		CPT			B	C
Standby Flight Instruments	Moved location of Standby Instruments, Change Backlighting	No	Minor	X				A	B

SAMPLE DIFFERENCES TABLE					COMPLIANCE METHOD				
DIFFERENCE AIRCRAFT: BAe-125-800A with Collins Pro Line IDS-3000									
BASE AIRCRAFT: BAe-125-800A with EFIS-86									
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING				CHKG/CURR	
				LVL A	LVL B	LVL C	LVL D	CHK	CURR
Inflight Maneuvers	Replace EADI/EHSI/ALT with PFD	No	Minor				FTD	B	C
Instrument Procedures	Replace EADI/EHSI/ALT with PFD	No	Minor				FBS	B	C
Emergency Procedures	Replace EADI/EHSI/ALT with PFD	No	Minor				FTD	B	C
Abnormal Procedures	Replace EADI/EHSI/ALT with PFD	No	Minor				CPT	B	C

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

SAMPLE DIFFERENCES TABLE					COMPLIANCE METHOD				
DIFFERENCE AIRCRAFT: MODEL HAWKER 750									
BASE AIRCRAFT: MODEL HAWKER 800XP with ProLine 21									
DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING				CHKG/CURR	
				LVL A	LVL B	LVL C	LVL D	CHK	CURR
General Airplane Configuration	- No Change -								
Weights	Maximum Take Off Weight (MTOW) limitation of 27,000 lbs and Maximum Ramp Weight of 27,120 lbs.	No	Minor	X				A	B
Limitations	Change Loading and Flight Envelope Change Fuel Quantity and Loading Change to Single FMS Limitations Remove Ventral Tank Vmo Limit	No	Minor	X				A	B
Placards and Markings	Overhead placard revised for Max Ramp Weight and Max Takeoff Weight Extinguisher Bottle placard inside EBC	No	Minor	X				A	B
Servicing	Replaced Ventral Fuel Tank with External Baggage Unit, Rear Equipment Bay now has 2 hatches.	No	Minor	X				A	B
Engines	- No Change -								
Flight Deck	Removed ventral fuel transfer valve control.	No	Minor	X				A	B
Instrument Panel Layout	Adjusted to Single Flight Management System (FMS), Added Baggage Compartment Smoke Detection and Baggage Door Latch Annunciation, Added Baggage Compartment Fire Extinguisher control	No	Minor	X				A	B
Cabin	- No Change -								
Flight Controls	- No Change -								
Aerodynamic Controls	- No Change -								

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: MODEL HAWKER 750									
BASE AIRCRAFT: MODEL HAWKER 800XP with ProLine 21				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Engine Start	- No Change -								
Preflight	Pre-Flight Checks now 3 hatches for EBC EBC Smoke and Fire Suppression condition	No	Minor	X				A	B
Taxi	- No Change -								
Takeoff	- No Change -								
RTO Or V1 Fail	- No Change -								
Climb Cruise Decent	- No Change -								
Instrument Approaches	- No Change -								
Landing	- No Change -								
Normal Procedures	External Check add 2 EBC hatches Before Start Check add EBC panel	No	Minor	X				A	B
Abnormal Procedures	Delete Ventral Fuel Abnormal Add EBC Door Unlock & Hatch Unlock Change Rear Bay Door Procedure	No	Minor	X				A	B
Emergency Procedures	Add External Baggage Compartment Smoke Procedure	No	Minor	X				A	B
In-Flight Maneuvers	- No Change -								

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: MODEL HAWKER 750									
BASE AIRCRAFT: MODEL HAWKER 800XP with ProLine 21				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 Air Conditioning	Modified ships ECS to provide cabin air to baggage unit	No	Minor	X				A	B
22 Auto-Flight	- No Change -								
23 Communications	Removed HF from standard Model Hawker 750 configuration	No	No						
24 Electrical Power	Added circuit breakers and fuses for external baggage compartment	No	No	X				A	B
26 Fire Protection	Added a new Fire Extinguisher in the External Baggage Unit	No	Minor	X				A	B
28 Fuel	Replaced Ventral Fuel Tank with External Baggage Compartment	No	No	X				A	B
31 Indicating/Record	Added 2 EBC Smoke Annunciators Change Rear Bay Door Annun. function Add EBC Door Unlock and Hatch Unlock Add EBC Fire Ext. and Heat Controls	No	Minor	X				A	B
33 Lights	Add lighting to the External Baggage Unit	No	Minor	X				A	B
34 Navigation	Changed to single FMS-6000 / Single GPS-4000A as standard with dual FMS/GPS as option.	No	Yes	X				A	B
36 Pneumatics	- No Change -								
45 Maintenance Computer	- No Change -								
46 Information Systems	IFIS-5000 Standard Equipment instead of Optional. Single FSU-5010 standard, Dual FSU-5010 optional.	No	Minor	X				A	B
52 Doors	Replaced Ventral Fuel Tank with External Baggage Unit. Installed second hatch door (within baggage unit) for entry into rear bay.	No	Minor	X				A	B
53 Fuselage	Remove Ventral Tank and Ventral Tank Gravity Fill Port.	No	No						
73 Fuel Controls	Deleted ventral fuel transfer valve control.	No	No						

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

Definitions used in the Tables:	
X	= Flight Manual/Pilot's Operating Handbook and/or FM Supplement
AI	= Aided Instruction
CPT	= Cockpit Procedures Trainer
ICBT	= Interactive Computer Based Training
FTD	= Flight Training Device (Level 1 to 7)
FBS	= Fixed Base Simulator (Level 5 to 7)
FFS	= Full Flight Simulator (Level A, B, C, D)

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: HAWKER 800XP (SPZ-8000) w/ TFE731-50R									
BASE AIRCRAFT: HAWKER 800XP (SPZ-8000) with TFE731-5BR				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
General Airplane Configuration	Engine modification requires concurrent modification for Winglets and Lead Acid Batteries.	NO	YES	X				A	B
Weights	- No Change -								
Airworthiness Limitations	Change Operating Temperatures New Crosswind Takeoff limit Engine Limits for approved Oil and Fuel Change in circuit breaker procedure	NO	NO	X				A	B
Placards and Markings	Overhead placard for engine limits has changed	NO	NO	X				A	B
Servicing	TFE731-50R has different oil and fuel requirements from the TFE731-5BR.	NO	NO	X				A	B
Engines	Replaced TFE731-5BR-1H turbofan engines to with TFE731-50R engines	NO	YES		AI			A	B
Flight Deck	3 position ignition switch is incorporated for "Auto", "On" and "Off", "Auto" controlled by engine DEEC	NO	YES	X				A	B
Instrument Panel Layout	Master warning system has additional annunciators for new DEEC fault conditions	NO	YES		AI			A	B
Cabin	- No Change -								
Flight Controls	- No Change -								
Aerodynamic Controls	Winglets required addition for engine change to TFE731-50R.	NO	NO	X				A	B

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: HAWKER 800XP (SPZ-8000) w/ TFE731-50R									
BASE AIRCRAFT: HAWKER 800XP (SPZ-8000) with TFE731-5BR				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Engine Start	Engine start fuel introduction 12%	NO	NO	X				A	B
Preflight	Deleted preflight action to check the oil filter bypass since it is no longer applicable Change engine cowling latches New check procedure for APR New preflight action for ENG CMPTR New check procedure for Engine Anti-Ice	NO	YES		AI			A	B
Taxi	- No Change -								
Takeoff	Changes in operation of Ignition Switches for Before Takeoff and After Takeoff AFM Takeoff Power and V speed charts revised for effective engine thrust	NO	YES	X				A	B
RTO Or V1 Fail	- No Change -								
Climb Cruise Decent	AFM Climb Charts revised for effective engine thrust	NO	NO	X				A	B
Instrument Approaches	- No Change -								
Landing	AFM Landing Charts revised -	NO	NO	X				A	B
Normal Procedures	- No Change -								
Abnormal Procedures	Modified the air start procedures and added procedures for additional DEEC Annunciators for the MWS.	NO	YES		AI			A	B
Emergency Procedures	Added two red Annunciators for the DEECs. Lead Acid Battery modification is required to make available 2 BATT HOT red annunciators to us for ENG COMPTR.	NO	YES		AI			A	B
In-Flight Maneuvers	- No Change -								

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

SAMPLE DIFFERENCES TABLE					COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: HAWKER 800XP (SPZ-8000) w/ TFE731-50R										
BASE AIRCRAFT: HAWKER 800XP (SPZ-8000) with TFE731-5BR					TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR	
21 Air Conditioning	- No Change -									
24 Electrical Power	Addition of L & R DEEC ADC, L & R N1 COMP & L TAT HEAT circuit breakers on DA-D circuit breaker assembly on face of vestibule behind copilot. Lead Acid Battery modification 25F-893A required	NO	NO	A				A	B	
30 Ice / Rain	- No Change -									
31 Indicating/Record	Master Warning System changes to accommodate new engine indications - ENG 1 CMPTR & ENG 2 CMPTR red overhead annunciator - FUEL ^ (up arrow) changed to FUEL/ENG ^ - Added ENG 1 CMPTR MM & ENG 2 CMPTR MM indications - Added ENG DEEC MINOR indicator on lower center instrument panel D to A converter added for Annunciator Signals and N1 compensator	NO	YES	X				A	B	
45 Maintenance Computer	DEECs have ability to store data to support trend monitor and fault recording.	NO	NO	X				A	A	
46 Information Systems	- No Change -									
54 Nacelles/Pylons	IPPS for TFE 731-50R installed	NO	NO	X				A	A	
57 Wings	Winglet kit HBC Mod Kit 140-1703, and Service Bulletin 57-3810 must be installed	NO	NO	X				A	A	
71 Powerplant	Cowling Latches change, Oil Filter By-Pass access door is removed	NO	NO	X				A	B	
72 Engine (turbine)	Replaced TFE731-5BR-1H turbofan engines to with TFE731-50R engines	NO	NO	X				A	B	
73 Fuel Controls	New DEEC is primary fuel control Thommen ADC added for DEED data	NO	NO	X				A	B	
74 Engine Ignitions	Replaced 2 position switch with 3 position "Auto", "On" and "Off" switch DEEC controls igniters in "Auto" based on Thrust Lever Angle and Engine Rollback. New ignition/exciter boxes are used.	NO	YES		AI			A	B	
75 Engine Bleed Air	- No Change -									
76 Engine Controls	- No Change -									

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: HAWKER 800XP (SPZ-8000) w/ TFE731-50R									
BASE AIRCRAFT: HAWKER 800XP (SPZ-8000) with TFE731-5BR				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
77 Engine Indicating	New Limits on Engine Instruments Moved green LED climb indicator from face of ITT gauge to position next to ITT gauge. N1 & Oil gauge remarked, N2 & ITT change gauges to LED digital display	NO	NO	X				A	B
78 Exhaust	Engine exhaust/thrust reverser part of IPPS for TFE 731-50R. No change to Thrust Reverser operation	NO	NO	X				A	A
79 Engine Oil	Approved oils and allowable oil consumption rate have changed Oil Filter By-Pass Indicator removed from engine location, TFE731-50R has Oil Filter By-Pass Indicators located in Rear Equipment Bay.	NO	NO	X				A	B
80 Engine Starting	Starting ITT Limits have changed and N2 Rotation to introduce fuel.	NO	NO	X				A	B

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

APPENDIX 3

EXAMPLE OF AN ACCEPTABLE BAe 125-1000 TRAINING PROGRAM (Reserved)

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

APPENDIX 4

BAe 125-1000 AIRCRAFT COMPLIANCE CHECKLIST (DATE: 12/15/91)

A. The following items include those FAR Part 91 regulations with which applicants typically consider demonstrating compliance:

Subpart A---General.

91.215 Type design complies.

91.221 Type design not yet evaluated.

91.203 CHDO

91.9 Type design complies.

91.211 Type design complies.

91.205 Type design complies.

91.191 CHDO

91.609 Type design complies.

91.217 Type design complies.

91.605 CHDO (Available in AFM).

91.317 Required for operation only, no design content.

91.607 N/A

91.603 Type design complies.

91.213 Type design complies, reference available MMEL.

91.207 Type design complies.

Subpart B---Flight Rules.

91.209 Type design complies.

Subpart C---Maintenance, Preventative Maintenance, and Alterations.

91.409 CHDO

91.411 CHDO

91.413 CHDO

Subpart D---Large and Turbine-Powered Multiengine Airplanes.

91.503 Type design Checklists & Procedures comply. CHDO.

91.517 Type design complies.

91.521 Type design complies.

91.523 N/A

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

91.525 Type design complies.

91.527 Type design complies.

Appendix A Category II Operations: Manual, Instruments, Equipment and Maintenance.

FAR 135

Subpart B--Flight Operations.

135.75 Type design complies.

135.83 CHDO

135.87 Type design complies. CHDO.

135.89 Type design complies. CHDO.

135.91 Type design complies. CHDO.

135.93 CHDO. No equipment specified. Reference AFM.

135.117 CHDO. Not evaluated for FSB. N/A

Subpart C--Aircraft and Equipment.

135.143 Type design complies.

135.147 Type design complies.

135.149 Type design complies.

135.150 N/A

135.151 Type design complies.

135.152 CHDO

135.155 Type design complies.

135.157 Type design complies. CHDO.

135.158 Type design complies.

135.159 Type design complies.

135.161 Type design complies.

135.163 Type design complies.

135.165 CHDO

135.167 CHDO

135.169 Type design complies.

135.170 CHDO

135.171 Type design complies.

135.173 Type design complies. CHDO

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

135.175 Type design complies. CHDO

135.177 N/A

135.179 CHDO

135.180 N/A. CHDO

135.181 N/A. CHDO. Reference AFM.

135.183 Type design complies. CHDO. Reference AFM.

Subpart D--VFR/IFR Operating Limitations and Weather Requirements.

135.227 Type design complies.

Subpart I--Airplane Performance Operating Limitations.

135.363 CHDO

135.379 CHDO. Reference AFM.

135.381 CHDO. Reference AFM.

135.385 CHDO. Reference AFM.

135.387 CHDO. Reference AFM.

APPENDIX 5

ROCKWELL COLLINS PROLINE 21 WITH IFIS-5000 (IFIS-5000 Integrated Flight Information System)

CLASS 3 ELECTRONIC FLIGHT BAG OPERATIONAL EVALUATION

Table of Contents

1. Purpose and Applicability
2. EFB Description
3. Mounting
4. EFB Lighting and Reflectivity
5. EFB Procedures and Database Revisions
6. FSB Specifications for Training
7. FSB Specifications for Checking
8. FSB Specifications for Currency
9. FSB Specifications for Devices and Simulators
10. Environmental Testing
11. Instructions for Continued Airworthiness
12. Compliance Checklist
13. List of EFB Affected Documents
14. Alternate Means of Compliance

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 Collins IFIS is 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 the interactiveness 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. Note in the Electronic Charts section that this function has been certified as a situational awareness tool and is not intended to alleviate the crew from carrying primary navigational reference materials, paper charts. Per AC 120-53, the EFB functions are classified as Training Level C, Checking Level B, and Currency Level C.

This Appendix is applicable for operational approval of the IFIS-5000 system as an Electronic Flight Bag. This Appendix is applicable the following aircraft with the IFIS-5000 installation:

- Hawker 800XP
- Hawker 850XP
- Hawker 900XP
- Hawker 750

2. EFB DESCRIPTION

IFIS-5000 SYSTEM

The integrated Flight information System (IFIS) provides supplemental information, such as weather and electronic charts, in the cockpit via Adaptive Flight Displays (AFD). The IFIS functions are intended to provide situational awareness only and do not provide alerts or warnings. The three major functions provided by the IFIS-5000 are; support for navigational charts, enhanced map overlays, and graphical weather images. The charts function allows the viewing of selected Jeppesen aeronautical charts. The Enhanced Maps function is split into an application and a server that together provide map overlays of geopolitical, airspace, airway data and visual navigation information. The Graphical Weather function option provides various weather images, such as NEXRAD. The Graphical Weather System is operator selected as either XM or Universal but only one of these graphical weather system is approved to be installed.

The Collins IFIS-5000 System consists of the following major equipment items:

QTY	Description
1or2*	File Server Unit FSU-5010
2	Cursor Control Panel CCP-3000
2	Data Link Communications System CMU-4000 (ACARS/Universal only)
2	Control Display Unit CDU
2	Adaptive Flight Display AFD-3010E

* Dual FSU-5010 installation is required for EFB Operational Approval for "paperless" operation or an alternative source of EFB information is required to provide dual redundancy.

FSU-5010

The File Server Unit (FSU-5010) is a dedicated LRU with three major functions that provides the processing platform for the Integrated Flight Information Systems: Solid-state memory; a processor capable of running one or more applications, and high-speed Ethernet communications with other avionics. The FSU provides the mass data storage within its Mass Storage hardware, necessary for up-linked graphical weather, enhanced map overlays and electronic charts displayed on the MFD. Ethernet bussing provides the high-speed connection to the MFD. The high speed Ethernet connection minimizes the time taken to respond to a display request from the pilot, while providing a level of integrity to the data being transmitted.

CCP-3000

The Cursor Control Panel (CCP-3000) is mounted in the flight deck to provide additional pilot controls necessary for the chart function. These functions include:

- Selection and de-selection of the chart display on the MFD
- Zooming a specific area of a chart to provide better readability
- Panning a chart to view different areas of the chart while zoomed
- Rotation of charts between landscape and portrait orientation
- Selection of a specific chart from the thousands contained in the database

IFIS-5000 FUNCTIONS

Electronic Charts, Graphical Weather and Enhanced Map Overlays functions each require an active subscription. Collins Integrated Flight Information System IFIS-5000 Operator's Guide must be immediately available to the flight crew.

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

Electronic Charts

The Electronic Aeronautical Charts and Approach Plates are intended to provide ease of chart access and improved situational awareness by allowing the display of aircraft present position on Geo-referenced charts. The Electronic Charts function is not intended to alleviate the crew from carrying adequate Primary material in the form of Paper Charts. Operational Approval for Electronic Flight Bag is required to substitute Electronic Charts for Paper Charts.

The Electronic Charts feature will typically provide information to include (but is not necessary restricted to): the display of charts for arrival, approach, departure, airport and NOTAMS. Access to the Electronic Charts format is via a CCP chart button. Integration with the Collins FMS flight plan data provides easy access to all charts pertinent to the flight plan. Pilot entered station IDs are allowed. The Electronic Chart function provides aircraft position on all geo-referenced charts

The FMS transmits flight plan information (origin airport, destination airport, destination arrival, destination approach, and alternate airport) used by the electronic chart function. Charts associated with each flight plan element are listed on the MFD's chart selection menu. A single action selects any of these charts for immediate display.

IFIS-5000 electronic chart feature includes:

- Approach Charts
- Terminal Area Arrival / Departure Charts
- Airport Diagrams
- Chart Notices to Airmen (NOTAMs)

If airport diagrams are referenced to geographical coordinates, an aircraft symbol is superimposed on the airport diagram to enhance position awareness. Approach charts referenced to geographical coordinates also have an aircraft symbol superimposed on the chart to enhance situational awareness.

Enhanced Map Overlays

The File Server Unit (FSU) provides several map databases that contain data that can be overlaid on the MFD PPOS & Plan Maps. These databases include:

- Geographic Data (lakes, rivers, and political boundaries)
- Airways ("Victor" airways and "jet" routes)
- Airspace depictions

The Enhanced Map Application does not serve as the primary means in the cockpit for positional information. The features provided by the Enhanced Map Application are considered to only provide Minor Hazards in cruise. Enhanced Map overlays are advisory and not to be used for navigation. Navigation data related to Approach is provided by the Charts application.

Graphical Weather Function

The IFIS-5000 system will support several graphical weather functions but the weather radar is the primary means for aiding “tactical” short-range navigation decisions, while the strategic planning is performed using the longer-range graphical weather data. Graphical Weather may not be substituted for weather radar to provide thunderstorm detection and avoidance information in compliance with FAR requirements.

The Graphical Weather function provides weather information to pilots to enhance their awareness of the flight situation to provide a strategic meteorological overview. The intention is to improve operation safety and efficiency. The graphical weather feature provides the display of stored graphical weather images. The pilot is able to select from a menu of available graphical weather images that are stored in the FSU. Stored images are downlinked through the XM or Universal CMU receiver to the FSU. The data received is broadcast from a ground weather service provider. The graphical information can be panned and zoomed using the Cursor Control Panel Joystick and Zoom buttons. The information provided is:

- NEXRAD Radar images
- Echo Tops (Altitude, speed and direction of the tops of major storm cells)
- Graphical and textual METAR
- Graphical and textual Significant Meteorological advisory (SIGMET)
- Textual Airman’s Meteorological advisory (AIRMET)
- Textual Terminal Aerodrome Forecast (TAF)

3. EFB Mounting

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

4. EFB Display and Reflectivity

The EFB has been evaluated in both low light and full sunlight. The display is readable under the full range of lighting without distraction.

5. EFB Procedures and Database Revisions

The database effectivity format that is displayed on the MFD is designed to allow the flight crew (or maintenance personnel) to ascertain the currency of the installed databases. The databases listed on this page include:

- FMS Database (28 day update cycle)
- Charts (14 day update cycle)
- Airspace (28 day update cycle)
- Geographic (update on user demand)
- Political (update on user demand)
- Graphical Weather (update on user demand)

The database effectivity format provides information regarding the begin date, end date, and currency status of each of the installed databases. When databases are selected on the page, the format also provides detail information regarding the database regions of coverage. When an installed database is out of date, the flight crew is provided a CHECK DATABASE STATUS annunciation (only when on the ground) in the Lower Format Window. When this annunciation is displayed, the operator can select the Database Effectivity page and a NOT CURRENT annunciation (in yellow) is displayed in the status column.

6. FSB SPECIFICATIONS FOR TRAINING

Level C training requires mastering the Flight Management System and Electronic Flight Bag functions. As a minimum the crew should use the FMS to flight plan and the EFB electronic chart functions to pull up the airport depiction charts, SID's, Arrival Procedures, and approach charts. Pilots should master the graphic weather depiction functions to obtain METARS and TAF's for origin, destination, and alternate airports

7. FSB SPECIFICATIONS FOR CHECKING

Checking level is set at Level B. Level B checking requires a demonstration of proficiency in a task or system. A check is required for Initial, Transition or Initial Differences training. The check may be administered by a company chief pilot, company check airman, company instructor, a Designated Pilot Examiner, Training Center Evaluator, or other FAA representative. 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 text functions.

8. FSB SPECIFICATIONS FOR CURRENCY

Currency level is set at C. Currency is required in using the FMS and EFB electronic charts and weather depictions. The crewmember must fly the IFIS 5000 within 90 days or reestablish currency in the system by re-accomplishing the Level B Checking requirements specified by this report. For Part 91 operations only, the Level B Checking requirements of this report may be accomplished under the supervision of an appropriately current and qualified Pilot-in-Command for the purpose of reestablishing IFIS-5000 System currency.

9. FSB SPECIFICATIONS FOR DEVICES OR SIMULATORS

The Level C training specified above may be conducted in an HS-125 simulator or aircraft that is equipped with the IFIS-5000 system. The Level B checking specified above (i.e. FMS, EFB) may be conducted in a simulator or aircraft that is equipped with the IFIS-5000 system. There have been no stand alone FMS/IFIS trainers evaluated.

10. ENVIRONMENTAL TESTING (HIRF, EMI, Decompression)

HIRF and IEL for the IFIS-5000 system was tested per High Intensity Radiated Fields (HIRF) And Lightning Indirect Effects Test Procedure. The system meets Certification Basis requirements and special conditions for High Intensity Radiated Fields and Indirect Effects of Lightning Compliance Report.

11. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

Instructions for Continued Airworthiness for the IFIS-5000 system are addressed in accordance with aircraft certification requirements and available through normal ICA distribution processes.

Hawker Beechcraft Corporation, Model HS-125 / BAE-125
Flight Standardization Board Report

12. COMPLIANCE CHECKLIST

Compliance checklists are provided as an aid to identify those specific rules or policies for which compliance has been demonstrated to FAA regarding the IFIS-5000 System. The checklist includes rules or policies for which compliance must be demonstrated by individual operators. Not all rules, policies or variants are necessarily listed or addressed.

The provisions of this report have shown compliance with the following regulations:

(1) Title 14 CFR §§ 91.9, 91.21, 91.103, 91.167, 91.169, 91.503, 91.605, 91.1023, 91.1025, 91.1063, 91.1065, 91.1067, 91.1069, 91.1073, 91.1075, 91.1077, 91.1079, 91.1081

(2) Title 14 CFR §§ 135.21, 135.23, 135.63, 135.81, 135.83, 135.144, 135.179, 135.213, 135.293, 135.297, 135.299, 135.323, 135.325, 135.327, 135.329.

13. LIST OF EFB AFFECTED DOCUMENTS

The following is a list of Procedures, Documents and Affected Manuals concerning Operational Approval of the IFIS -5000 for use as an Electronic Flight Bag:

- Collins Integrated Flight Information System IFIS-5000 Operator's Guide
- Flight Crew 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

14. ALTERNATE MEANS OF COMPLIANCE

Approval Level and Approval Criteria Alternate means of compliance to the provisions of this report, must be approved by MKC-AEG. If alternate compliance is sought, operators will be required to establish that any proposed alternate means provides an equivalent level of safety to the provisions of AC 120-76A and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

Requires Equivalent Safety In the event alternate 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 compliance means, unless sufficient lead time has been planned by an operator to allow for any necessary testing and evaluation.

Unforeseen Circumstances In the event of clearly unforeseen circumstances in which it is not possible for an operator to comply with report provisions, the operators may seek an interim equivalent program rather than a permanent alternate compliance method. Financial arrangements, schedule adjustment, and other such reasons are not considered "unforeseen circumstances" for the purposes of this provision.

APPENDIX 6

Honeywell Advanced File & Graphics Server (AFGS) with CDS/R

(Common Display System Retrofit)

CLASS 3 ELECTRONIC FLIGHT BAG OPERATIONAL EVALUATION

Table of Contents

1. Purpose and Applicability
2. EFB Description
3. EFB Location
4. EFB Lighting and Reflectivity
5. EFB Procedures and Database Revisions
6. FSB Specifications for Training
7. FSB Specifications for Checking
8. FSB Specifications for Currency
9. FSB Specifications for Devices and Simulators
10. Environmental Testing
11. Instructions for Continued Airworthiness
12. Compliance Checklist
13. List of EFB Affected Documents
14. Alternate Means of Compliance

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 AFGS is 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 the interactiveness 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. Note in the Electronic Charts section that this function has been certified as a situational awareness tool and is not intended to alleviate the crew from carrying primary navigational reference materials, paper charts. Per AC 120-53, the EFB functions are classified as Training Level C, Checking Level B, and Currency Level C.

This Appendix is applicable for operational approval of AFGS system as an Electronic Flight Bag. This Appendix is applicable the following aircraft with the AFGS installation on CDS/R:

- Hawker 800
- HS-125-800A
- BAE-125-1000
- Hawker 1000

2. EFB DESCRIPTION

Advanced File & Graphics Server (AFGS) SYSTEM

The AFGS provides supplemental information, such as weather and electronic charts, in the cockpit via Multi-Function Flight Displays (MFD). The AFGS functions are intended to provide situational awareness only and do not provide alerts or warnings. The functions provided by the AFGS are Approach Charts and graphical weather images. The charts function allows the viewing of selected Jeppesen aeronautical charts. The Graphical Weather function option provides various weather images, such as NEXRAD. The Graphical Weather System is XM.

The AFGS System consists of the following major equipment items:

QTY	Description
1*	AFGS-L Advanced File & Graphics Server
1	MC-800 Multifunction Display Controller
1	DU-1080 Display Unit (MFD)
1	AFGS Ethernet Port
1	XM Antenna and Receiver

* Dual AFGS installation is not available for EFB Operational Approval for "paperless" operation or an alternative source of EFB information is required to provide dual redundancy.

AFGS

The Advance File & Graphics Server (AFGS) is a dedicated LRU that provides the processing platform for the AFGS System. The AFGS provides the mass data storage within its Mass Storage hardware, necessary for up-linked graphical weather and electronic charts displayed on the MFD. Ethernet bussing provides the high-speed connection to the MFD. The high speed Ethernet connection minimizes the time taken to respond to a display request from the pilot, while providing a level of integrity to the data being transmitted.

MC-800

The Multifunction Display Controller (MC-800) is mounted in the flight deck to provide pilot controls necessary for weather and chart function. These functions include:

- Selection and de-selection of WX & chart display on the MFD
- Zooming a specific area to provide better readability
- Panning a to view different areas of the charts
- Rotation of charts between landscape and portrait orientation
- Selection of a specific chart from the thousands contained in the database

AFGS FUNCTIONS

Electronic Charts and Graphical Weather functions each require an active subscription. Honeywell Primus Epic Control Display System for Retrofit Pilot's Manual must be immediately available to the flight crew.

Electronic Charts

The Electronic Aeronautical Charts and Approach Plates are intended to provide ease of chart access and improved situational awareness by allowing the display of aircraft present position on Geo-referenced charts. The Electronic Charts function is not intended to alleviate the crew from carrying adequate Primary material in the form of Paper Charts. Operational Approval for Electronic Flight Bag is required to substitute Electronic Charts for Paper Charts.

The Electronic Charts feature will typically provide information to include (but is not necessary restricted to): the display of charts for arrival, approach, departure, airport and NOTAMS. Access to the Electronic Charts format is via a CCP chart button. Integration with the Collins FMS flight plan data provides easy access to all charts pertinent to the flight plan. Pilot entered station IDs are allowed. The Electronic Chart function provides aircraft position on all geo-referenced charts

The FMS transmits flight plan information (origin airport, destination airport, destination arrival, destination approach, and alternate airport) used by the electronic chart function. Charts associated with each flight plan element are listed on the MFD's chart selection menu. A single action selects any of these charts for immediate display.

IFIS-5000 electronic chart feature includes:

- Approach Charts
- Terminal Area Arrival / Departure Charts
- Airport Diagrams
- Chart Notices to Airmen (NOTAMs)

If airport diagrams are referenced to geographical coordinates, an aircraft symbol is superimposed on the airport diagram to enhance position awareness. Approach charts referenced to geographical coordinates also have an aircraft symbol superimposed on the chart to enhance situational awareness.

Graphical Weather Function

The AFGS system supports graphical weather functions but the weather radar is the primary means for aiding "tactical" short-range navigation decisions, while the strategic planning is performed using the longer-range graphical weather data. Graphical Weather may not be substituted for weather radar to provide thunderstorm detection and avoidance information in compliance with FAR requirements.

The Graphical Weather function provides weather information to pilots to enhance their awareness of the flight situation to provide a strategic meteorological overview. The intention is to improve operation safety and efficiency. The graphical weather feature provides the display of stored graphical weather images. The pilot is able to select from a menu of available graphical weather images. Images are downlinked through the XM receiver to the AFGS. The data received is broadcast from a ground weather service provider. The graphical information can be panned and zoomed using the Cursor Control Panel Joystick and range controls. The information provided is by subscription and available weather is determined by the XM weather provider.

3. EFB LOCATION

EFB applications are displayed on the MFD and are certified as part of the type design.

4. EFB DISPLAY AND REFLECTIVITY

The EFB has been evaluated in both low light and full sunlight. The display is readable under the full range of lighting without distraction.

5. EFB PROCEDURES AND DATABASE REVISIONS

The database effectivity displayed on the MFD is intended to allow the flight crew (or maintenance personnel) to ascertain the currency of the installed databases. The database effectivity provides information regarding the begin date, end date, and currency status of each of the installed databases. Additional selected information provides detail information regarding the database regions of coverage. Data Base Coverage and Currency is the responsibility of the operator.

6. FSB SPECIFICATIONS FOR TRAINING

Level C training is required for Electronic Flight Bag functions. As a minimum the crew should use the EFB electronic chart functions to pull up the airport depiction charts, SID's, Arrival Procedures, and approach charts. Use of the MC-800 cursor control joystick is workload intensive for viewing electronic charts therefore two pilot coordination is essential to ensure timely availability of required information. Pilots should master the graphic weather depiction functions to obtain METARS and TAF's for origin, destination, and alternate airports.

7. FSB SPECIFICATIONS FOR CHECKING

Checking level is set at Level B. Level B checking requires a demonstration of proficiency in a task or system. A check is required for Initial, Transition or Initial Differences training. The check may be administered by a company chief pilot, company check airman, company instructor, a Designated Pilot Examiner, Training Center Evaluator, or other FAA representative. 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 text functions.

8. FSB SPECIFICATIONS FOR CURRENCY

Currency level is set at C. Currency is required in using the FMS and EFB electronic charts and weather depictions. The crewmember must use the AFGS for at least one flight segment within 90 days or reestablish currency in the system by re-accomplishing the Level B Checking requirements specified by this report. For Part 91 operations only, the Level B Checking requirements of this report may be accomplished under the supervision of an appropriately current and qualified Pilot-in-Command for the purpose of reestablishing AFGS System currency.

9. FSB SPECIFICATIONS FOR DEVICES OR SIMULATORS

The Level C training specified above may be conducted in an HS-125 simulator or aircraft that is equipped with the AFGS system. The Level B checking specified above (i.e., EFB) may be conducted in a simulator or aircraft that is equipped with the AFGS system.

10. ENVIRONMENTAL TESTING (HIRF, EMI, Decompression)

HIRF and IEL for the AFGS system was tested per High Intensity Radiated Fields (HIRF) And Lightning Indirect Effects Test Procedure. The system meets Certification Basis requirements and special conditions for High Intensity Radiated Fields and Indirect Effects of Lightning Compliance Report.

11. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

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

12. COMPLIANCE CHECKLIST

Compliance checklists are provided as an aid to identify those specific rules or policies for which compliance has been demonstrated to FAA regarding the AFGS System. The checklist includes rules or policies for which compliance must be demonstrated by individual operators. Not all rules, policies or variants are necessarily listed or addressed.

The provisions of this report have shown capability to comply with the following regulations:

(1) Title 14 CFR §§ 91.9, 91.21, 91.103, 91.167, 91.169, 91.503, 91.605, 91.1023, 91.1025, 91.1063, 91.1065, 91.1067, 91.1069, 91.1073, 91.1075, 91.1077, 91.1079, 91.1081

(2) Title 14 CFR §§ 135.21, 135.23, 135.63, 135.81, 135.83, 135.144, 135.179, 135.213, 135.293, 135.297, 135.299, 135.323, 135.325, 135.327, 135.329.

13. LIST OF EFB AFFECTED DOCUMENTS

The following is a list of procedures, documents and/or manuals affected concerning Operational Use of the AFGS for use as an Electronic Flight Bag:

- Airplane Flight Manual Supplement
- Honeywell Primus Epic Control Display System for Retrofit Pilot's Manual
- Flight Crew 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

14. ALTERNATE MEANS OF COMPLIANCE

Approval Level and Approval Criteria Alternate means of compliance to the provisions of this report, must be approved by MKC-AEG. If alternate compliance is sought, operators will be required to establish that any proposed alternate means provides an equivalent level of safety to the provisions of AC 120-76A and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

Requires Equivalent Safety In the event alternate 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 compliance means, unless sufficient lead time has been planned by an operator to allow for any necessary testing and evaluation.

Unforeseen Circumstances In the event of clearly unforeseen circumstances in which it is not possible for an operator to comply with report provisions, the operators may seek an interim equivalent program rather than a permanent alternate compliance method. Financial arrangements, schedule adjustment, and other such reasons are not considered "unforeseen circumstances" for the purposes of this provision.