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Federal Aviation Administration
Washington, D.C.

FLIGHT STANDARDIZATION BOARD REPORT

Revision: Original

BOMBARDIER LEARJET INC.

35, 35A, 36, 36A

Stevens LEAR4EVER Suite Upgrade

Date: 06/03/2011

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LOG OF REVISIONS

Revision	Date	Summary
0	06/03/2011	Original

HIGHLIGHTS OF CHANGE

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1. Purpose and Applicability

1.1 Background

The LR-35, 35A, 36, 36A are low-wing, twin-engine, turbojet aircraft with tip-tanks on each wing. These aircraft are equipped with analog instruments and no "glass" display units. The gross takeoff weights of the LR-35 and LR-35A is 17,000 lbs GTOW, and the LR-36 and LR-36A are 18,000 lbs GTOW. The pilot type rating for the LR-35, 35A, 36 and 36A is "LR-JET".

1.1 Purpose

This FSB report specifies master training, checking, and currency requirements applicable to flight crewmembers operating Bombardier Learjet Model 35, 35A, 36 and 36A with the Stevens Aviation LEAR4EVER Avionics Suite Upgrade Package (LEAR4EVER). This report provides guidance to operators under 14 CFR Part 91 & 135, FAA Principal Inspectors, Part 142 Training Centers, Part 141 Approved Schools and other training providers.

The LR-JET Flight Standardization Board (FSB) convened to evaluate proposed training, checking, and currency requirements for pilots operating the LR-35/36 aircraft with the LEAR4EVER package. The FSB evaluated operating characteristics and techniques to propose training, checking and currency requirements applicable to the LR-35/36 aircraft with the LEAR4EVER package. The objectives of this FSB were to:

- Determination of Pilot Type Rating.
- Identify training, checking and currency requirements.
- Establish Master Common Requirements for the LR-35/36 aircraft with the LEAR4EVER package.
- Review AFM and Checklist procedures for operational suitability.
- Describe acceptable training program and training device characteristics.

1.2 Applicability

In accordance with existing 14 CFRs, the provisions of this report apply to all operations of a LR-35/36 airplane with the LEAR4EVER upgrade package. This report is also applicable to all training and checking conducted in the aircraft, as well as the currency and experience provisions. This report is effective until amended, superseded or withdrawn by subsequent revision.

The guidelines in this report apply to: Operations Aviation Safety Inspectors, Principal Operations Inspectors (POIs), Training Center Program Managers (TCPMs), Aircrew Program Managers (APMs), 14 CFR Part 135 Air Carrier Check Airmen and Instructors, Airline Transport Pilots instructing in air transportation service, Certificated Flight Instructors, Aircrew Program Designees, and Training Center Evaluators.

1.3 Description

STEVENS AVIATION LEAR4EVER AVIONICS UPGRADE PACKAGE

The subject aircraft for this report was a Bombardier Learjet 35A model equipped with the Stevens Aviation LEAR4EVER Avionics Suite Upgrade Package.

The Stevens Aviation LEAR4EVER Avionics Upgrade Package consists of the Universal Avionics applications certified as part of the supplemental type design of models of the Learjet 35, 35A, 36, 36A aircraft with the following Supplemental Type Certificates (STC) and Form 337 Field Approvals updating avionics equipment:

- STC ST02399CH for the installation of the Universal Avionics EFI-890R Electronic Flight Instrument System (EFIS) integrated with the JET FC-200 Flight Control System. Note: This STC includes installation of a Universal Avionics Application Server (ASU) as an option.

- STC ST02401CH for the installation of the Universal Avionics Vision 1 Synthetic Vision System.

- STC ST02401CH for the installation of the Universal Avionics Class A Terrain Awareness Warning System (TAWS).

- Form 337 Field Approval for the installation of a Universal Avionics Radio Control Unit.

- STC ST02402CH for the installation of an L3 Avionics GH-3100 Electronic Standby Instrument System (ESIS).

- STC ST02403CH for the installation of a Universal Avionics UNS-1Fw or UNS-1Lw Flight Management System (FMS).

- STC ST02400CH for the installation of dual Rockwell Collins AHS-100A Attitude-Heading Reference System (AHRS).

- STC ST02597CH for the installation of a Rockwell Collins TCAS 4000 Traffic Alert and Collision Avoidance System (TCAS).

Any LR-35, LR-35A, LR-36 or LR-36A aircraft equipped with above listed items and installed under the above listed STC's is referred to as a "LR-35/36 LEAR4EVER".

EFIS - Universal EFI-890R Electronic Flight Instrument Systems
The original Pilot and Co-pilot ADI, HSI, Mach / Airspeed, Altimeter, RMI and Vertical Speed indicators, Pilot Radio Altimeter indicator and Radar display are removed.

The Pilot's original instruments and the Radar display are replaced by an EFI-890R Primary Flight Display (PFD) located on the pilot's panel and a Navigation Display (ND) located on the Center Instrument Panel. A Primary Flight Display Control Panel (PDCP) and Navigation Source Control Panel (NSCP) are installed on the Pilot's instrument panel immediately below the PFD providing convenient control of many display functions.

The Co-pilot's original instruments are replaced by an EFI-890R Primary Flight Display (PFD). A Primary Flight Display Control Panel (PDCP) and a Navigation Source Control Panel (NSCP) are installed on the Co-Pilot's instrument panel immediately below the Co-Pilot's PFD.

The system provides displays of aircraft attitude, heading, altitude, airspeed, vertical speed and radio altitude and is interfaced to a variety of sensors providing display of VOR, ILS, DME, ADF, FMS, TCAS, TAWS, Weather Radar and Vision One data. Several pilot selectable display formats are available.

The system is fully integrated with the existing JET FC-200 Flight Guidance System and displays all flight director modes in each PFD.

Dual UNS-1Fw Flight Management Systems can be coupled to flight guidance in addition to VOR / LOC data, providing long range and area navigation (RNAV) capabilities including Enroute, terminal and approach guidance.

The EFI-890R system consists of a flat panel display based upon Active Matrix Liquid Crystal Display (AMLCD) technology. Display brightness and test controls are located on the front of each display bezel.

A Data Concentrator Unit (DCU) is installed in the avionics bay to collect and route information to the EFI-890R displays.

ASU – Universal Avionics Applications Server Unit

An optional Application Server Unit (ASU) uses a digital electronics chart database to provide display of terminal area navigation charts including SID, STAR, Approach and Airport charts and chart NOTAMS on the Navigation Display. The displayed images are controlled with a Cursor Control Panel (CCP) installed in the pedestal. The ASU is interfaced with the Flight Management System (FMS) to determine aircraft position. When a valid position is supplied to the ASU, the aircraft present position will be superimposed on airport and approach charts. Chart database updates are loaded into the ASU with and Accessible Data Unit (ADU) using a CD-ROM.

Vision 1 – Universal Avionics Vision 1 Synthetic Vision System

In place of the basic ADI presentation the pilot may select the Vision-1 egocentric via the PDCP. Vision 1 displays a synthetic vision view of the area in front of the aircraft generated by the Vision 1 computer using a worldwide terrain database and responds in real time to changes in aircraft attitude.

Vision 1 is only intended to augment situational awareness and is not to be used for terrain navigation or terrain following.

The system automatically removes Vision 1 for safety reasons in the event of attitude mis-compare, failure detection in an imbedded Vision 1 safety pattern for integrity checks, unusual attitude, or in the event that the PFD is placed into composite mode by pilot action or reversion condition. Once de-cluttered, Vision 1 only returns to display by the pilot re-selecting it with the PFD display control panel. Vision 1 will never be displayed automatically under any circumstance.

RCU – Universal Avionic Radio Control Unit
The RCU is the primary means of control for all onboard radios. The RCU is capable of tuning VHF COM, VHF NAV (DME, VOR and ILS Receivers), ADF, ATC transponder and TCAS.

TAWS – Universal Avionics Class A Terrain Awareness and Warning System
The Universal Avionics Class A Terrain Awareness Warning System (TAWS) provides alert information to the flight crew both visually and aurally. The system generates Navigation Display (ND) images of terrain with flight path intent with Map, Profile or 3D Perspective views. The system automatically pops-up Map view in response to terrain threats if TAWS is not already selected on the ND.

TAWS provides three different types of protection:

- Ground Proximity Warning System (GPWS) Modes 1-6.
- Forward Looking Terrain Alerting by comparing aircraft position and flight path to a terrain database.
- Flight plan look-ahead alerts by comparing the FMS flight plan to a terrain database.

FMS - Universal Avionics UNS-1Fw Flight Management System SCN 1000/1100 series
The FMS provides aircraft navigation, guidance, flight planning and fuel management tasks. Single and Dual FMS installations can be incorporated.

The FMS consists of 12 channels GPS/SBAS (Satellite Based Augmentation System) and utilizes Wide Are Augmentation System (WAAS) whenever the receiver is within the area of WAAS coverage.

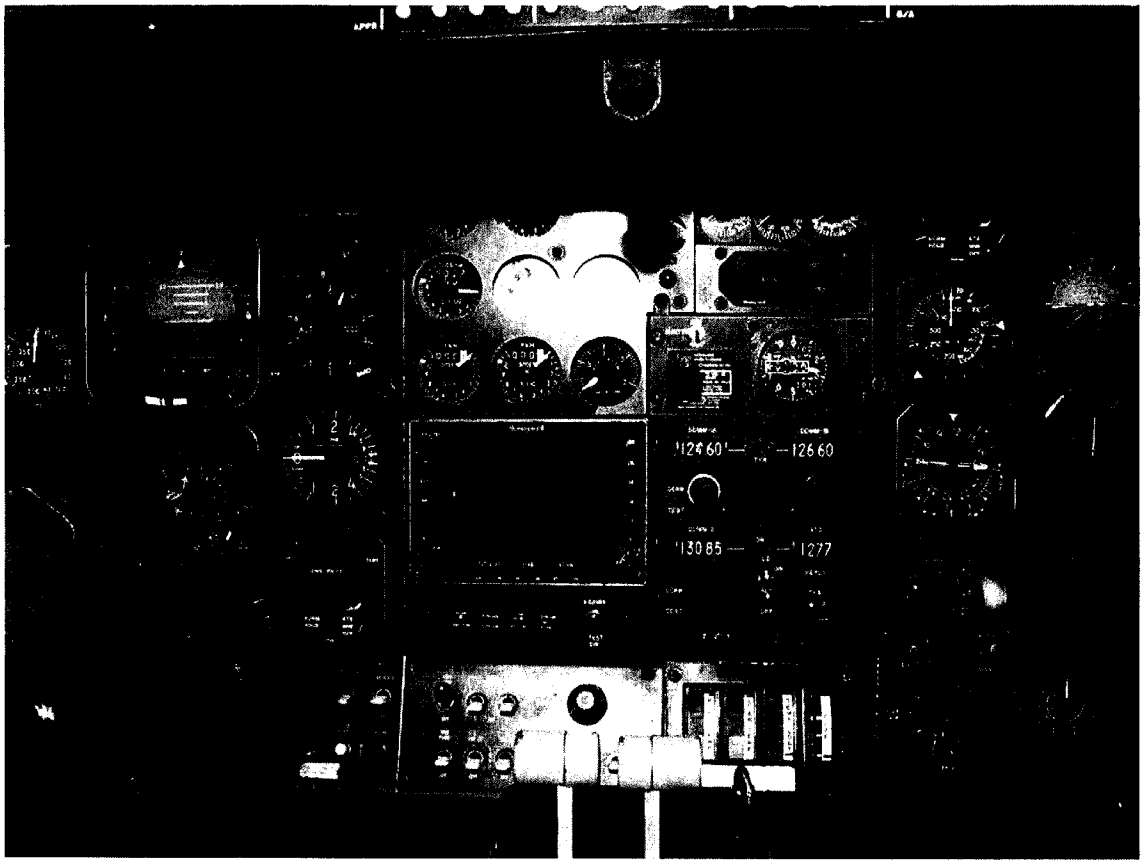
The FMS operates as a multi-sensor navigation system capable of using VOR/LOC and a dedicated scanning DME receiver for position data in addition to the GPS/SBAS sensor.

ESIS - L3 Avionics GH-3100 Electronic Standby Instrument System
The L3 Avionics GH-3100 Electronic Standby Instrument System (ESIS) consists of a single three-inch ATI AMLCD display, a rechargeable emergency battery (EMER PWR) and a MAG3000A Magnetometer. An air data sensor is integral to the GH-3100 housing. The Electronic Indicator displays attitude (pitch and roll), along with altitude, airspeed and heading information. The ESIS has been configured to display short range navigation information

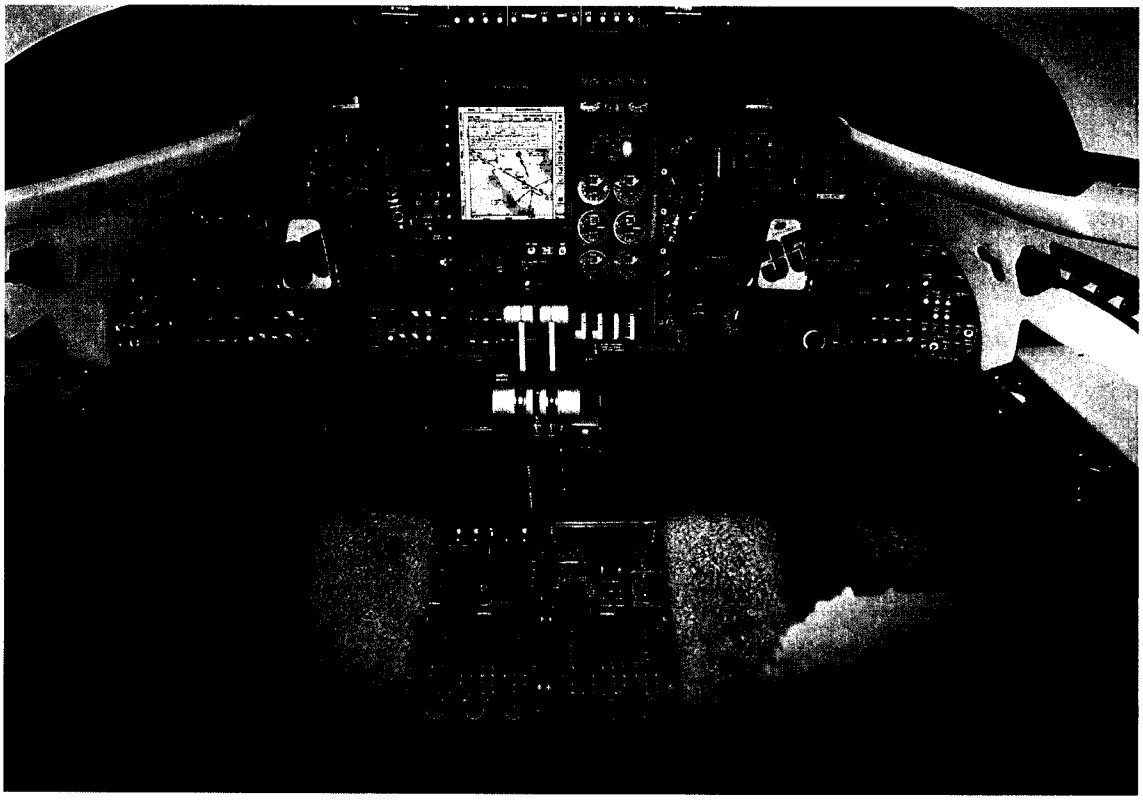
(VOR/ILS/DME), utilizing VHF NAV 1/DME 1 and long range navigation provided from FMS 1.

AHRS - Rockwell Collins AHS-100A Attitude-Heading Reference System
The AHS-100A AHARS system provides all attitude and heading data to the EFI-890R EFIS displays. While it is a separate unit from the EFI-890R, the two systems integrate and operate as one unit.

TCAS – Rockwell Collins TCAS 4000 Collision Avoidance System
The TCAS 4000 system is controlled by the Radio Control Unit (RCU) and provides traffic display information to the EFI-890R system.



LR-35



LEAR4EVER Suite Upgrade Package

2. Acronyms

Relevant acronyms used in this FSB Report are defined as follows:

14 CFR	Title 14, Code of Federal Regulations
AC	Advisory Circular
ADU	Accessible Data Unit
AEG	Aircraft Evaluation Group
AFM	Airplane Flight Manual
AHRS	Attitude Heading Reference System
AMLCD	Active Matrix Liquid Crystal Display
ASU	Application Server Unit
CCP	Cursor Control Panel
CHDO	Certificate Holding District Office
DCU	Data Concentrator Unit
EFIS	Electronic Flight Instrument System
ESIS	Electronic Standby Instrument System
FAA	Federal Aviation Administration
FFS	Full Flight Simulator
FMS	Flight Management System
FSB	Flight Standardization Board
FTD	Flight Training Device
FSDO	Flight Standards District Office
GPS	Global Positioning System
GPWS	Ground Proximity Warning System
GTOW	Gross Take-Off Weight
IFIS	Integrated Flight Information System
LRU	Line Replaceable Unit
MCR	Master Common Requirement
MDR	Master Difference Requirement
MFD	Multifunction Display
MKC-AEG	Kansas City Aircraft Evaluation Group
ND	Navigation Display
NSCP	Navigation Source Control Panel
ODR	Operator Difference Requirement
PDCP	Primary Flight Display Control Panel
PFD	Primary Flight Display
POI	Principal Operations Inspector
PTS	Practical Test Standards
RCU	Radio Control Unit
RNAV	Radio Navigation
SBAS	Satellite Based Augmentation System
STC	Supplemental Type Certificate
TAWS	Terrain Awareness Warning System
TCAS	Traffic Alert and Collision Avoidance System
WAAS	Wide Area Augmentation System

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.

3. Pilot Type Rating Requirements

3.1 Background

In conducting its evaluation of the LR-35 with LEAR4EVER package the Board utilized the evaluation process outlined in Advisory Circular AC 120-53 and the Common Procedures Document for Conducting Operational Evaluation Boards (JAA, TCCA, FAA) dated 10 June 2004. The Board evaluated the LR-35 with LEAR4EVER package design and operating characteristics in the Areas of Operation required for a Airline Transport Pilot and Aircraft Type Rating by the Practical Test Standard (PTS). For the purpose of design and operating characteristics the LR-35 with LEAR4EVER package is a Transport Category, Multiengine, Turbojet, Land aircraft that requires Two Pilot Flight Crewmembers.

3.2 Determination of Pilot Type Rating

In accordance with 14 CFR Parts 1 and 61, the pilot type rating for the LR-35, 35A, 36, 36A with the Stevens Aviation LEAR4EVER Suite Upgrade Package is designated as "LR-JET". All maneuvers required by the Airline Transport Pilot and Aircraft Type Rating Practical Test Standards are applicable. No aircraft specific flight maneuvers are specified. Airman who successfully complete a practical examination in the Model LR-35, 35A, 36, 36A with LEAR4EVER upgrade package receive an "LR-JET" type rating on their pilot certificate. The LR-JET aircraft requires two pilots for operation.

3.3 Determination of Second-In-Command Pilot Type Rating

The Second-In-Command Pilot Type Rating (LR-JET SIC PRIVILEGES ONLY) may be issued in accordance with 14 CFR Part 61.55.

4. Master Common Requirements (MCR and MDR)

4.1 Master Common Requirements (MCR)

The LR-35, 35A, 36, 36A with the LEAR4EVER package is a LR-35, 35A, 36, 36A with the installed avionics and systems listed in section 1.3. As such, takeoff and landing performance and flight characteristics are identical.

4.2 Areas of Special Emphasis

The FSB has determined that certain aspects of pilot knowledge, skills and abilities are especially critical to safe operation of the LR-35/36 - LEAR4EVER upgrade package and must be emphasized during training and evaluated during checking for the LR-35/36 - LEAR4EVER.

- All combinations of FMS and Ground Based navigation information must be understood to safely and reliably operate the aircraft during instrument approaches, including the use of vertical navigation functions.
- The use of all EFI-890R displays must be mastered to fly aircraft in all possible flight conditions.

4.3 Master Difference Requirements (MDR)

The Master Difference Requirements, (MDR) are as depicted in the MDR table in Appendix A. The base aircraft (from airplane) is the LR-35/36. The variant (to airplane) is the LR-35/36 LEAR4EVER.

MDR requirements apply when differences between a base aircraft and a variant, or differences between two variants, affect crewmember knowledge, skills, or abilities related to flight safety. These differences are expressed in Difference Levels A through E and require training with the use of minimum level training methods, devices, or equipment as listed in the Standard Differences Table illustrated below.

DIFFERENCE LEVEL TABLE

DIFFERENCE LEVEL	TRAINING	CHECKING	CURRENCY
A	Self instruction	Not applicable (or integrated with next proficiency check)	Not applicable
B	Aided instruction	Task or system check	Self review
C	Systems devices	Partial check using Device	Designated system
D	Maneuver devices*	Partial proficiency check using device*	Designated maneuver(s)
E	Simulator C/D or aircraft #	Proficiency check using simulator C/D Or aircraft*	Designated maneuver(s) except takeoff and landings

= New pilot type rating is normally assigned

* = FFS or aircraft may be used to accomplish specific maneuvers

5. Operator Differences Requirements Tables (ODR)

ODR tables are included in Appendix B. They consist of Design, Maneuver and System Difference Tables.

6. FSB Specifications for Training

Training Requirements
Training must meet 14 CFR Part 61 requirements for the addition of a LR-JET Type Rating.

SIC training is mandatory in accordance with 14 CFR 61.55 for airmen, who will be serving as a SIC on the LR-35/36 LEAR4EVER in U.S. operations.

SIC training that will lead to a Second-in-Command pilot type rating in the LR-JET is in accordance with 14 CFR 61.55. A Second-in- Command type rating and training is required by 14 CFR 61.55(a)(3), (d), and (e), for international operations in accordance with International Civil Aviation Organization (ICAO) standards.

Training curriculums should include the use of Interactive Computer Based Instruction (ICBI), Cockpit Procedures Trainer (CPT) and FMS trainers as the minimum medium for pilot training. The following manuals should be reviewed and/or included as part of training curriculum:

- Universal EFI-890R Operator's Manual
- Universal UNS-1Fw or UNS-1Lw FMS Operator's Manual
- Universal UNS-1Fw or UNS-1Lw FMS Reference Guide
- Universal UNS-1 Operator's Checklist
- Universal Vision 1 Operator's Manual
- Universal ASU Operator's Manual
- Universal RCU Operator's Manual
- Universal TAWS Operator's Manual
- Airplane Flight Manual Supplements (AFM)

Operator training in the LR-35/36-LEAR4EVER should emphasize the differences between the original analog gauge instrument installation and the electronic flat panel "glass" display Universal EFI-890R and LEAR4EVER Suite upgrade package. Operator differences training should be accomplished in accordance with the MDR table in Appendix A of this report.

The FSB recommends that training be set at Level D for the Universal EFI-890R component of the LEAR4EVER upgrade package. If flight crews are trained, qualified and current in other aircraft requiring a type rating with electronic flat panel "glass" displays similar to the Universal EFI-890R, minimum training is set at Level C. The FSB recommends that the minimum level of training for all other components of the LEAR4EVER upgrade package be set at Level C.

The FSB recommends that differences training be accomplished at the Levels established in the MDR Table (Appendix A). When crewmembers are assigned from one aircraft to the other, operators and training providers must ensure that the level of training given is adequate for crewmembers to fully understand the differences between the flight deck layouts and avionics system controls in the LR-35/36 and the LR-35/36-LEAR4EVER.

Interactive computer based training, computer based training, FTD-6, FFS or the aircraft is suitable to instill the necessary knowledge. Operators and training providers are responsible for the availability of equipment or devices, with simulated panel and instrument indications which allows the manipulation of system controls and switches by all crewmembers during training.

7. FSB Specifications for Checking

The FSB recommends that checking is set at Level D for the Universal EFI-890R component of the LEAR4EVER upgrade package. If flight crews are trained, qualified and current in other aircraft requiring a type rating with electronic flat panel "glass" displays similar to the Universal EFI-890R, checking may be set at Level C. The FSB recommends that the minimum level of checking for all other components of the LEAR4EVER upgrade package be set at Level C.

During checking, crewmember knowledge and proficiency of the Universal EFI-890R, Universal UNS-1Lw FMS and other components that make up the LEAR4EVER upgrade package should be evaluated.

8. FSB Specification for Currency

Currency is required by 14 CFR 135.247 and 61.57. The FSB recommends that currency is set at Level D for the Universal EFI-890R component of the LEAR4EVER upgrade package. If flight crews are trained, qualified and current in other aircraft requiring a type rating with electronic flat panel "glass" displays similar to the Universal EFI-890R, currency may be set at Level C. The FSB recommends that the minimum level of currency for all other components of the LEAR4EVER upgrade package be set at Level C.

If crewmembers have not operated the LR-35/36-LEAR4EVER within the past 6 calendar months, operators should re-establish currency for their crewmembers by providing training, checking and currency requirements maintained in accordance with the MDR and ODR Tables listed in this FSB Report.

Landing currency is common to all LR-JET models.

9. FSB Specifications for Devices and Simulators

All requests for the use of training devices or flight simulators in an operator's training program, or at a Part 142 approved training center or other training provider should be addressed to the appropriate FSDO. Requests for device or simulator approval should be made through the POI. Guidance is available in 14 CFR 60. POIs should seek additional assistance through the FAA's National Simulator Program (NSP) Office.

The training and checking requirements of 14 CFR Part 61, Subpart K of Part 91 and Part 135, as well as the ATP/Type Rating PTS, allow partial or full credit in approved training devices and simulators. The FSB recommends that systems integration training be accomplished, if possible in a CPT, FTD, FFS, or the aircraft with ground power available.

Acceptable equipment or devices are those that replicate the installation, functionality and operation of the LEAR4EVER Suite Upgrade package in the LR-35/36 LEAR4EVER airplanes. Examples of suitable equipment or devices that meet this intent are CPTs, FTDs, FFSs and the aircraft.

10. Aircraft Regulatory Compliance

AIRCRAFT REGULATORY COMPLIANCE CHECKLIST – The Aircraft Regulatory Compliance Checklist is of benefit to the FAA Certificate Holding District Office (CHDO) and assigned principal inspectors because it identifies regulatory and operational requirements for which compliance has already been demonstrated to the FAA for a particular type aircraft or variant model. The LR-35/36 has been in service since 1974 and has met all regulatory operational requirements. The LR-35/36 LEAR4EVER FSB did not complete a new regulatory compliance checklist for the LR-35/36, nor did it update an existing compliance checklist.

It is the responsibility of the CHDO to review compliance with FAA rules, policies and processes before the LR-35/36 LEAR4EVER is approved for entry into commercial service.

PROVING AND VALIDATION TESTS – Proving and validation tests, which may be required by an operator to comply with the requirements of 14 CFR Part 135.145, should be conducted in accordance with FAA Order 8900.1, Volume 3, Chapter 29. For mixed fleet operators, a representative amount of proving / validation flights should be completed in the LR-35/36 LEAR4EVER.

FORWARD OBSERVER SEAT – A forward observer seat on or near the flight deck, equipped with a headset or speaker, seat belt, oxygen, ventilation and lighting, is required. This seat is provided for use during en route surveillance as required by 14 CFR 135.75 (b) and for the administration of flight tests leading to pilot certification or operating privileges. The most forward cabin seat in the LR-35/36 LEAR4EVER is used for this purpose.

11. Alternate Means of Compliance to this Report

The FSB chairman should be consulted by the POI when alternate means of compliance, other than those specified in this report, are proposed. The FAA General Aviation and Commercial Division, AFS-800, or the FAA Air Transportation Division, AFS-200, must approve alternate means of compliance. If an alternate means of compliance is sought, operators will be required to submit a proposed alternate means for approval that 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, and/or other evidence may be required.

APPENDIX A – MDR TABLE

AIRPLANE TYPE RATING: LR-JET		FROM AIRPLANE	
TO AIRPLANE		LR-35/36	LR-35/36 LEAR4EVER
	LR-35/36	N/A	NOT EVALUATED
	LR-35/36 LEAR4EVER	D*/D**/D***	N/A

NOTES

* The minimum training level for flight crews trained and qualified in other type rated aircraft with electronic flat panel "glass" displays is set at Level C.

** The minimum checking level for flight crews trained and qualified in the LR-35/36 LEAR4EVER or other type rated aircraft with electronic flat panel "glass" displays is set at Level C.

*** The minimum currency level for flight crews trained and qualified in the LR-35/36 LEAR4EVER or other type rated aircraft with electronic flat panel "glass" displays and have flown aircraft with electronic flat panel "glass" displays within the previous 6 calendar months is set at Level C.

APPENDIX B – ODR TABLES

Operator Differences Requirements

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

1. ODR Tables – Learjet 35/36 to Learjet 35/36 LEAR4EVER

DIFFERENCE AIRCRAFT: Learjet 35/36 LEAR4EVER **COMPLIANCE METHOD**
BASE AIRCRAFT: Learjet 35/36
APPROVED BY
(POI)_____

					TRAINING			CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
PTS Maneuvers	No Changes	No	No	X				A	A

DIFFERENCE AIRCRAFT: Learjet 35/36 LEAR4EVER **BASE AIRCRAFT: Learjet 35/36** **APPROVED BY** **(POI)**_____									
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
PTS Maneuvers	No Changes	No	No						
22 Auto Flight		No	No			X		A	A
23 Communications	Universal Avionic Radio Control Unit (RCU) replaces ...	No	Minor	X				A	A
34 Navigation	Universal Avionics EFI-890R replaces pilot and co-pilot original ADI, HSI, Mach / Airspeed, Altimeter, RMI, Vertical Speed Indicators, Pilot Radio Altimeter indicator and Radar display.	No	Major			FTD-6 or AC	FTD-6 or AC	D/C	D/C
34 Navigation	Universal Avionics Vision 1 Synthetic Vision System added.	No	Major			FTD-6 or AC	FTD-6 or AC	D/C	D/C
34 Navigation	Universal Avionics UNS-1Fw FMS replaces original NAV/RNAV	No	Major			CBT ICBT		C	C
34 Navigation	Dual Rockwell Collins AHS-100A Attitude Heading Reference System (AHRS) added.	No	Minor	X				A	A
34 Navigation	Pilot/Copilot Primary Flight Display Control Panel (PDCP) added.	No	Minor	X				A	A
34 Navigation	Pilot/Copilot Navigation Source Control Panel (NSCP) added.	No	Minor	X				A	A
34 Navigation	L3 Avionics GH-3100 Electronic Standby Instrument System (ESIS) replaces Standby instruments, Electro-pneumatic standby Altitude/Airspeed and Attitude instruments.	No	Minor	X				A	A
34 Navigation	Rockwell Collins TCAS-4000 Traffic Alert and Collision Avoidance System (TCAS) added.	No	Minor	X				A	A