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Flight Standardization Board (FSB) Report

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Learjet - 60 LR/60/60

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LEARJET LR-60

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PURPOSE

The LEARJET LR-60 Flight Standardization Board (FSB) convened in Wichita, Kansas on January 18, 1993 to evaluate LEARJET INC proposed training, checking and currency requirements for pilots qualifying in the LR-60 aircraft. In their letter to the FAA dated November 25, 1992, LearJet, Inc. requested that a type rating separate from the LR-JET rating be required for the Model 60. Based on this request, no other models of the LearJet family were evaluated.

FSB COMPOSITION

Richard T. McCleish,	Chairman	MKC-AEG
John Lynch	Operations	AFS-850
Warren Kurtze	Operations	MKC-AEG
Bruce Allred	Operations	ICT-FSDO

One inspector had previous LEAR JET experience as second-in-command primarily on a LR-31A. The other three inspectors had no previous experience in any model LEAR JET.

BACKGROUND

The Lear 60 is basically a stretched version of the model 55 although many of the same systems are found on other LearJet models.

The major changes include: 48 in. cabin and fuselage stretch, installation of Pratt & Whitney engines with Full Authority Engine Digital Control (FADEC), maximum takeoff weight increase to 22,750 lbs., usable fuel increase of 1160 lbs., Collins Proline 4 avionics package and main door relocation.

APPLICATION OF FSB REPORT

The guidelines set forth in the FSB report apply to:

- a) Certified Flight Instructors
- b) Airline Transport Pilots instructing in air transportation service
- c) Certificated Ground Instructors associated with a training center that holds exemption authority
- d) Aviation Safety Inspectors
- e) Designated Pilot Examiners
- f) Pilot Proficiency Examiners
- g) FAR Part 135 Air Carrier Check Airmen and Instructors

TYPE RATING DETERMINATION

The evaluation was accomplished by attending an Initial ground school on the Learjet model 55 and a Differences ground school on the Learjet model 60 conducted by Flight Safety International in Wichita, Kansas. All FAR 61 Appendix A maneuvers were evaluated with no significant findings made which would preclude an average pilot with average skills obtaining a type rating in this aircraft.

Airmen who successfully complete a practical examination in the Model 60 LearJet will receive a LR-60 type rating on his/her pilot certificate.

FSB SPECIFICATIONS FOR TRAINING

ADDITIONAL RATING

The applicant must meet the training requirements of FAR 61.157(f)(1) or (2) for addition of the LR-60 type rating to an ATP certificate or the training required by FAR 61.63(d)(6)(i) or (ii) for addition of the LR-60 type rating to any other grade of certificate.

INITIAL CHECK

When a flight check is conducted for an ATP certificate or for an additional type rating to an ATP certificate, the certification flight check may simultaneously be credited for a FAR 135 competency check (FAR 135.293). Ref: 8400.10 HB, para 543, pg 3-310.

FSB SPECIFICATIONS FOR CHECKING

DIFFERENCES CHECKING

There are no variants to the basic model LR-60. Therefore all checks required by FAR 135 and/or FAR 61 must be accomplished in make and model.

FSB SPECIFICATIONS FOR CURRENCY

CURRENCY CHECKING

All currency requirements for the Lear 60 are Level E which require separate experience in the Lear 60. No other models of the LearJet series were evaluated by the FSB for common flight characteristics, therefore no credit is allowed for any recency of experience requirements from another model LearJet to the Lear 60.

AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

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 the 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.

Due to prior FAR 91\135 operating experience of the LearJet fleet of aircraft, a Compliance Checklist for the LearJet model 60 has not been included in this report.

PROVING RUNS: Proving tests to satisfy 135.145 should be conducted in accordance with FAA Order 8400.10, Volume 3, Chapter 9. Operators who have previously satisfactorily conducted proving tests in any model LearJet would be eligible for a significant reduction of flight time towards completion of proving tests.

FORWARD OBSERVER'S SEAT: FAR 135.75 (b) requires a forward observer's seat on the flight deck be provided for use by the Administrator while conducting enroute inspections. The Board determined that the Lear 60 cabin interior, in the standard configuration, would not meet the requirement of providing a forward observer's seat for FAR 135 operations. The standard configuration includes using cabinet assembly HL-60009-1 in the Right-Hand Forward position as shown on the attached diagram. Also, there were no provisions made for an audio panel in this configuration.

SEAT DEPENDENT TRAINING: The Lear 60 was designed to allow a pilot sitting in either seat to effectively accomplish any normal, abnormal or emergency maneuver providing that person has received enough training and practice from the left and right pilot seats to ensure that person's competence in conducting those maneuvers.

FSB SPECIFICATIONS FOR SIMULATORS AND DEVICES

Requests for device approval should be made to the POI. Section 61.157(d)(1) and (2) allows an approved simulator to be used instead of the airplane to satisfy the inflight requirements of Appendix A of Part 61, provided the simulator is approved under FAR 121.407 and Appendix H of FAR 121, and the training program meets the requirements of FAR 121.424(a) and (c) and Appendix H of FAR 121. Various exemptions have been granted to allow FAR 61 training, checking and testing in Level A, B, C, or D simulators. Currently, there are no approved simulators which may be used to satisfy these requirements in the Lear 60.

As part of the FSB, LearJet Inc. requested the Board evaluate the Lear 55 level C simulator located at Flight Safety Int'l, Wichita, Ks to determine if this simulator could be used as part of the training program for the Lear 60. Four specific areas were addressed:

- Rejected Takeoff
- Engine Failure after V1
- Emergency Descent
- No Flap Landings

The Board determined that credit could be given for these areas using a LearJet 55 level C simulator. However, both LearJet Inc. and Flight Safety Int'l were advised that this evaluation did not constitute authority in any way to begin using this simulator as part of it's training program for the Lear 60. Before this authorization could be given, further evaluation would be required by members of the National Simulator team.

DESIGNATED EXAMINERS

Based on the similarity of systems, flight characteristics, and aircraft design, the Board determined that at the discretion of the POI and concurrence by the appropriate Flight Standards division manager, (Re: HB 8700.1, Vol 2, Chapter 15, Paragraph 7) a designated pilot examiner could be considered eligible for the addition of the Lear 60 to his Letter of Authorization provided that person met the following requirements:

- 1) 25 hours PIC experience in the Lear 60.
- 2) Currently has Lear Jet authorization on his Letter of Authority.

The above requirements are not meant to preclude a DPE from requesting Lear 60 authorization if that person meets all of the qualifications as listed in HB 8700.1.