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FLIGHT STANDARDIZATION BOARD REPORT

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Hawker Beechcraft Corporation MU-300, BE-400

**Models: MU-300, MU-300-10, BE-400, BE-400A,
BE-400T (T-1A)**

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RECORD OF REVISIONS

Revision Number	Section	Pages Affected	Date
Original	MU-300-10 ALL	ALL	05/09/1985
1	ALL	ALL	12/30/2011
2	3, APPENDIX 1-2	7, 16 thru 31	03/06/2013
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4	APPENDIX 1-3	2, 3, 17, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44	08/17/2016

HIGHLIGHTS OF CHANGE

Revision 1: Consolidate all previous FSB Reports and findings for MU-300 and BE-400 Pilot Type Rating airplanes.

Add Differences for STCs installing FJ44-3AP engines and Proline 21 avionics.

Revision 2: Add Differences for STCs installing Universal Avionics Terrain Awareness Warning System and FMS-6100 LPV avionics.

Added clarification to 3.1.3 Landing Minima Categories.

Revision 3: Add Differences for STCs installing NEXTANT Autothrottle System.

Updated terminology throughout.

3.1.3 Changed Landing Minima Category with clarification for adding speed during approach under certain circumstances.

Differences Requirements headers revised definitions.

Revision 4: Add Differences for installation of Garmin G5000 Flight Deck.

Added Appendix for G5000 Electronic Flight Bag.

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1. PURPOSE AND APPLICABILITY

1.1 Purpose

This report specifies master training, checking, and currency requirements applicable to crews operating Hawker Beechcraft Corporation (HBC) MU-300, BE-400 designated aircraft. This report determines:

- a) Pilot Type Rating requirements assigned to MU-300, BE-400.
- b) Training, checking and currency requirements.
- c) Master Common Requirements
- d) Master Difference Requirements for flight crews requiring differences qualification for mixed-fleet-flying or transition,
- e) Acceptable Operator Difference Requirements tables,
- f) Acceptable training program and training device characteristics for compliance with applicable MDRs,
- g) Operational suitability for regulatory compliance status (compliance checklist) for the pertinent CFR, Advisory Circulars, and other operationally related criteria that was reviewed and evaluated by the Aircraft Evaluation Group (AEG).
- h) AFM and Checklist procedures for operational suitability.

1.2 Applicability

This report addresses MU-300, BE-400 aircraft identified as MU-300, MU-300-10, BE-400, BE-400A and BE-400T in the FAA Type Certificate Data Sheet (TCDS) A14SW and A16SW. This report is also applicable to all training and checking conducted in the aircraft, as well as the currency and experience provisions.

The provisions of this Flight Standardization Board (FSB) report are effective until amended, superseded, or withdrawn by subsequent revisions to this report. Determinations made in this report are based on the evaluations of specific MU-300 / BE-400 series aircraft equipped in a given configuration and in accordance with current regulations and guidance. Modifications and upgrades made to the models described herein, or introduction of new related aircraft, may require amendment of the findings in this report. The FSB reserves responsibility/authority to re-evaluate and modify sections of this report based on new or revised Advisory Circular material or 14 CFR, aircraft operating experience, or the testing of new or modified aircraft under the provisions of AC 120-53B and the Common Procedures Document for conduction Operational Evaluation Boards, 10 June, 2004.

The guidelines in this report determine minimum requirements for approval by FAA applicable 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 Pilots and Instructors, Airline Transport Pilots instructing in air transportation service, Certificated Flight Instructors, Aircrew Program Designees, and Training Center Evaluators.

The term "must" is used in this FSB report and certain MDR footnotes, if used, even though it is

recognized that this report (as well as AC 120-53B, on which it's based) provides one acceptable means, but not necessarily the only means of compliance with the pertinent CFR requirements. This terminology acknowledges the need for operators to fully comply with this FSB report and MDR and ODR provisions to be used by the operator as the means of complying with the pertinent 14 CFRs. Operators who choose this method must comply with each applicable MDR provision, including any footnotes.

2. PILOT TYPE RATING REQUIREMENTS

2.1 Background

In conducting its evaluation of the MU-300 / BE-400 the Board utilized the evaluation process outlined in Advisory Circular AC 120-53B and the Common Procedures Document for Conducting Operational Evaluation Boards (JAA, TCCA, FAA) dated 10 June 2004. For the purpose of design and operating characteristics the MU-300 / BE-400 is a Transport Category, Multiengine, Turbo-Jet, Land aircraft certificated for Two Pilot Flight Crewmembers.

2.1.1 MU-300

The MU-300 Pilot Type Rating designation was established for the Mitsubishi Model MU-300 in conjunction with FAA Type Certification November 6, 1981. At this time the FAA Flight Standards Aircraft Evaluation Group did not exist so the Pilot Type Rating designation was established in conjunction with certification. The Mitsubishi Model MU-300 was added to the FAA Pilot Certificate Aircraft Type Rating List as **"MU-300"** pilot type rating designation.

2.1.2 MU-300-10

The Mitsubishi Model MU-300-10 was Type Certificated April 30, 1985. The MU-300 Flight Standardization Board evaluated the Mitsubishi Model MU-300-10 April 22-24, 1985. The MU-300-10 was determined to be the same pilot type rating as the Model MU-300. Based on the May 9, 1985 FSB Report the MU-300-10 was included as the same pilot type rating on the FAA Pilot Certificate Aircraft Type Rating List as **"MU-300"** pilot type rating designation.

2.1.3 BE-400

March 7, 1986 the FAA Pilot Certificate Aircraft Type Rating List was revised to add the Common Pilot Type Rating to address a change in aircraft model designation from Mitsubishi Model MU-300-10 to Beech Aircraft Corporation Model 400. The pilot type rating designation for Mitsubishi Model MU-300, MU-300-10 and Beech Aircraft Corporation Model 400 is a common pilot type rating on the FAA Pilot Certificate Aircraft Type Rating List as **"MU-300, BE-400"** pilot type rating designation.

NOTE 1: Airman certificates bearing "MU-300" pilot type rating designator need not be reissued specifically to reflect the common pilot type rating designation "MU-300, BE-400" due to nature change in model designation maintaining the same type design.

NOTE 2: As of April 1, 1986 Beech Aircraft Corporation acquired the Type Certificate and production of the Mitsubishi MU-300 and MU-300-10 aircraft. The Model MU-300-10 was transferred from the A14SW Type Certificate to the A16SW Type Certificate and given the Beech Aircraft Corporation Model designation BE-400. The MU-300-10 and BE-400 are the same except for paint and interior. All MU-300-10 aircraft were subsequently converted to BE-400 aircraft by Beech Service Bulletin #2140.

2.1.4 BE-400A

The Beech Aircraft Corporation Model 400A was Type Certificated June 20, 1990. The pilot type rating designation for the Beech Aircraft Corporation Model 400A as the same common pilot type rating on the FAA Pilot Certificate Aircraft Type Rating List as **“MU-300, BE-400”** pilot type rating designation.

2.1.5 BE-400T

The Beech Aircraft Corporation Model 400T was Type Certificated November 27, 1991. There are 2 series designations for the 400T, the USAF “T-1A” and the “TX” also known as “T-400”. The MU-300 / BE-400 Flight Standardization Board evaluated the Model 400T making determination to include the Model 400T as the same common pilot type rating on the FAA Pilot Certificate Aircraft Type Rating List as **“MU-300, BE-400”** pilot type rating designation September 21, 1995. This determination allows qualified military PICs in the 400T to be eligible for **“MU-300, BE-400”** pilot type rating designation on an FAA pilot certificate in accordance with provisions of 14 CFR 61.73.

2.2 Pilot Type Rating

The **“MU-300, BE-400”** Pilot Type Rating is a common pilot type rating assigned to the MU-300 series and BE-400 series aircraft in accordance with provisions of 14 CFR 61.31, FAA Order 8900.1, AC 120-53B and Common Procedures Document for Conducting Operational Evaluation Boards, 10 June 2004.

2.3 Second-In-Command Type Rating

In accordance with the provisions of 14 CFR 61.55, FAA Order 8900.1 and AC 120-53B, a SIC pilot type rating is assigned to the MU-300 series and BE-400 series aircraft and is designated **“MU-300, BE-400”** with Limitation for **“MU-300, BE-400 SIC Privileges Only”**.

3. "MASTER DIFFERENCE REQUIREMENTS" (MDR)

3.1 Common Requirements (All MU-300s, BE-400s).

3.1.1. Autopilot Engage Altitudes. As referenced by approved AFMs, the MU-300, BE-400 aircraft have specifically been evaluated for autopilot suitability for engagement after takeoff. No autopilot engaged takeoff is authorized.

3.1.2. Minimum Altitude for Autopilot Use/Non-Precision Approaches. The MU-300, BE-400 have specifically been evaluated for autopilot suitability for continued use during non-precision and precision approaches or in the go-around mode as referenced in the approved AFM. No autopilot engaged landing is authorized.

3.1.3 Landing Minima Categories. Landing Minima Category for the MU-300, BE-400 and BE-400A aircraft is Category "B" for normal straight in approaches. This is based on the maximum certificated landing weight V_{ref} for (Flaps 30). Landing Minima Category for circling approaches (Flaps 20) is Category "C". Aircraft equipped with Collins Autopilot System must increase final approach speed to $V_{ref} + 5$ knots for autopilot coupled approaches. If operating at a speed in excess of the upper limit of the speed range for the Landing Minima Category, the minimums for the higher approach category must be used.

3.1.4 Normal "Final Landing Flap Setting". The normal "final landing flap setting" per 14 CFR 91.126(c) is considered to be "Flaps 30" for all MU-300, BE-400 aircraft. Normal straight-in instrument approaches are flown with Flaps 30 from the FAF and use of the FMS for constant angle non-precision approaches is recommended, if possible. Landing with flap settings other than "Flaps 30" is by Emergency or Abnormal procedures only.

No Flap Approach and Landing is not waived. Training and Checking is required.

3.1.5 Special/Unique Requirements. No other special or unique requirements common to all MU-300, BE-400 aircraft are identified.

3.2 Master Difference Requirements.

3.2.1 Requirements for particular MU-300, BE-400 Related Aircraft Combinations. Master Difference Requirements (MDRs) for related aircraft of the MU-300, BE-400 aircraft are shown in Appendix 1. These provisions apply when differences between related aircraft exists which affect crew knowledge, skills, or abilities related to flight safety (e.g., Level A or greater differences).

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

4. ACCEPTABLE "OPERATOR DIFFERENCE REQUIREMENTS" (ODR) TABLES

4.1 ODR Tables. ODR tables are used to show an operator's compliance method for specific aircraft equipage. ODR tables for operators conducting mixed fleet operations, using the MU-300, BE-400 aircraft are shown in Appendix 2. The ODR tables represent an acceptable means to comply with MDR provisions based on those differences and compliance methods shown. The tables do not necessarily represent the only acceptable means of compliance for operators with airplanes having other differences, where compliance methods (e.g., devices, simulators, etc.) are different. For operators flying the MU-300, BE-400 aircraft, the ODR tables in Appendix 2 have been found acceptable and may be approved by POI for an operator with the specific aircraft equipage.

4.2 Operator Preparation of ODR Tables. Operators flying a "mixed fleet" of MU-300, BE-400 aircraft must have approved ODR tables pertinent to their fleet.

4.3 ODR Table Coordination. Unless identical or equivalent ODR tables have been previously approved by the FAA, new ODR tables proposed by operators should be coordinated with the FSB prior to FAA approval and implementation. FSB coordination ensures consistent treatment of related MU-300, BE-400 aircraft between various operators, and compatibility of each ODR table with MDR provisions.

4.4 ODR Table Distribution. Original FAA approved ODR tables are to be retained by the operator. Copies of FAA approved ODR tables are to be retained by the Certificate Holding District Office (CHDO) and should be provided to the FSB Chairman at the applicable AEG.

5. FSB SPECIFICATIONS FOR TRAINING

5.1 General

5.1.1 Assumptions Regarding Airmen's Previous Experience. The provisions of this Section apply to programs for airmen who have experience in multi-engine transport turbojet aircraft including glass cockpit and FMS experience. For airmen not having this experience, additional requirements will be necessary in accordance with 14 CFR 61 and FAA guidance.

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

5.1.3 Second-In-Command Training Tasks. Flight Crews qualify to serve as SIC must accomplish certain tasks, procedures or maneuvers for the SIC crew position. Training programs should address all training elements of 14 CFR 61.55, 135 and 121 in accordance with FAA Order 8900.1. SIC Pilot Type Rating may be issued in accordance with the 14 CFR 61.55(d) or (e) provided training required by 14 CFR and FAA Order 8900.1, including tasks stipulated by this report, are completed.

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

5.2 Pilots Initial, Transition and Upgrade Training

5.2.1 Pilots Initial, Transition and Upgrade Ground Training. Initial, transition, or upgrade ground training for the MU-300, BE-400 aircraft is accomplished as specified by the 14 CFR 61.157, 121.419, and 135.345. No unique provisions or requirements are specified. Training program hours may be reduced as specified in 14 CFR 121.405.

5.2.2 Pilots Initial, Transition and Upgrade Flight Training. Initial, transition, or upgrade flight training for the MU-300, BE-400 aircraft is accomplished as specified by the 14 CFR 61.157, 121.424, and 135.347. No unique provisions or requirements are specified. Training program hours may be reduced as specified in 14 CFR 121.405.

5.2.3 Crewmember Emergency Training. Crewmember emergency training should be conducted for the MU-300, BE-400 aircraft in accordance with the 14 CFR 61.157, 121.417, and 135.331. The objective of emergency training for the MU-300, BE-400 aircraft is to provide crewmembers with the necessary knowledge concerning emergency equipment, situations, and procedures, to ensure implementation of the correct actions in the event of an emergency.

Emergency training consists of instruction on the location, function, and operation of emergency equipment that is different in each related aircraft of the MU-300, BE-400 aircraft. Where emergency equipment is common, instruction may be adjusted for crewmembers qualified and current on this equipment, provided records are available which demonstrate that crewmembers meet the 14 CFR 121.417 and 135.331 requirements. Emergency training also consists of instruction in crewmember emergency assignments and procedures including crew coordination and communication, the handling of emergency or other unusual situations, and emergency performance and observation drills that are specific to MU-300, BE-400 aircraft.

In accordance with 14 CFR 121.417 and 135.331 and FAA Order 8900.1, emergency training requirements refer to two types of training: "general" emergency training and "aircraft-specific" emergency training. General emergency training is instruction on those emergency items that are common to all MU-300, BE-400 aircraft, e.g., instruction on fire extinguishers and firefighting procedures, if common to all aircraft. Aircraft-specific emergency training is training on those items that are specific to MU-300, BE-400 aircraft. An example of aircraft-specific emergency training is instruction on the location of emergency equipment for each related MU-300, BE-400 aircraft.

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

There are no specified training program hours for Crewmember Emergency Training. A chart addressed in 8900.1 provides "national norms" for the approval of the general emergency training program hours. The complexity of the different related aircraft of the MU-300, BE-400 series aircraft and the complexity of the type of operation to be conducted should be considered when approving the MU-300, BE-400 aircraft-specific emergency training.

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

- a) Primary flight instruments. MU-300, BE-400 aircraft are equipped with mechanical individual flight instruments, primary flight displays (PFDs), and multifunction displays (MFDs). Various formats of altitude and airspeed are presented. Pilots need to be able to understand the multitude of information presented on these displays. Pilots transitioning from traditional round dial "Basic T" instruments may require additional training and instrument scan practice to gain proficiency in manually flying by reference to the PFD. Recognition of reversionary modes and display failures and appropriate corrective action to be taken should be addressed.
- b) Flight Control System. An operational understanding of the spoiler control system as well as an understanding of the roll trim system is critical to efficient operation of the aircraft, especially with One-Engine-Inoperative procedures.
- c) Flight Guidance System including the Autopilot and Flight Director. An understanding of the various lateral and vertical modes and the ability to select and arm the modes during different phases of flight is essential.
- d) Electronic Fuel Control (EFC). An operational understanding of the EFC and the engine thrust control is required.
- e) Autothrottle System (ATS). (If equipped). A thorough knowledge of speed modes and interoperability with Flight Director during vertical phases of flight is essential.

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

Features or Procedures having Seat Dependent Task Elements include the following:

- a) Emergency & Abnormal Procedures require locating circuit breakers in left crew seat
- b) Crew coordination for Manual gear extension
- c) Environmental and Oxygen controls at right crew seat

5.2.6 Second-In-Command Crew Training. SIC crew training is accomplished as specified in 14 CFR 61.55, part 121 and part 135. Training programs should ensure tasks stipulated in FSB Specifications for Training; Crewmember Emergency Training, Areas of Emphasis, Training for Seat Dependent Tasks and SIC Crew Training are accomplished.

5.3 Differences Training.

5.3.1 General. Unless an initial or transition program is completed for each related aircraft, differences training is necessary for each related aircraft or type reference 14 CFR 121.418 and 135.347. MDR and ODR tables provide guidelines for differences training requirements applicable to particular aircraft equipment.

- a) A Differences Training Program prerequisite is that a trainee has completed initial, upgrade, or transition training in one related aircraft and will receive differences training for the other related aircraft.
- b) When a Differences Training Program involves related aircraft having the same Pilot Type Rating, coverage of differences may be completed either coincident with each phase of an initial, upgrade, or transition training course, or following completion of that training course. The differences training must be consistent with the provisions of the approved applicable MDR/ODR Tables.
- c) When a Differences Training Program involves related aircraft having different Pilot Type Ratings, coverage of a differences course must be completed in accordance with the prerequisites defined in 5.1.1, and applicable MDR/ODR provisions.

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

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

5.4 Recurrent Training:

5.4.1 Recurrent Ground Training. Courses must include appropriate training in accordance with 14 CFR 121.427 and 135.351 for each related A MU-300, BE-400 aircraft as specified by MDR and ODR tables for differences training.

5.4.2 Recurrent Flight Training. Courses require appropriate maneuvers and procedures identified in applicable regulations or as otherwise described in this report. Maneuvers and procedures must account for differences between each related MU-300, BE-400 aircraft operated. The ODR table(s) must identify the differences.

5.4.3 Recurrent training consideration for Mixed Fleet Flying Operations. For mixed fleet flying Recurrent Training must include differences in accordance with MDR and ODR tables.

5.4.4 Recurrent Training Program Hours. Training program hours for Recurrent Training are in accordance with applicable regulations and may be reduced as specified in 14 CFR 121.405.

5.5 Operating Experience:

5.5.1 Operating Experience Pertinent to Each Flight Crewmember. Operating experience must be obtained while serving in a primary crew position. Operating experience for the MU-300, BE-400 aircraft may be accomplished in any related MU-300; BE-400 aircraft provided differences are accomplished in accordance with an acceptable ODR table for mixed fleet flying. If a holder of a pilot certificate with MU-300 only, separate operating experience applies to the MU-300 and BE-400 aircraft.

5.5.2 Supervised Operating Experience (SOE). SOE required for a PIC Type Rating in accordance with 14 CFR pilot certification must be accomplished from the left pilot seat.

5.6 Other Training:

5.6.1 LOFT Programs. LOFT programs are approved in accordance with existing regulation.

5.6.2 Instrument Approaches. When flight crews qualify for use of CAT II approaches, credit, as permitted by ODR tables, may apply. Operators should assure that flight crews are familiar with appropriate use of the Mode Select Panel (MSP), Automatic Flight Control System (AFCS), FMS and Autothrottle System (ATS) (if equipped), including modes to be used for the types of instrument approaches to be flown and methods in lieu of or in conjunction with NDB, VOR, Localizer, or Back Course Localizer procedures.

6. FSB SPECIFICATIONS FOR CHECKING

6.1 General

6.1.1 The Checking Items. Testing, Checking and Evaluations specified by 14 CFR 61.57, 61.58, 61.63, 61.67, 61.157, 61.159, 135.293, 135.297, and FAA Practical Test Standards (PTS).

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

- a) Proficiency with manual and automatic flight must be demonstrated.
- b) Proper selection and use of Primary Flight Instruments, raw data, flight director, and Flight Guidance System modes should be demonstrated for enroute navigation and instrument approaches.
- c) Demonstration of FMS navigation proficiency. (If equipped)
- d) Proper outside visual scan without prolonged fixation on FMS operation should be demonstrated, and failure of component(s) of the FMS should be addressed.
- e) Proficiency with Autothrottle System must be demonstrated. (If equipped)

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

6.2 Type Ratings

6.2.1 Oral Examinations. When an airman is qualifying in only one aircraft variation, oral test items need only address the model for which the test is being conducted.

6.2.2 Practical Tests. Practical tests may follow standard provisions of 14 CFR 61 and Practical Test Standards. The satisfactory completion of a practical type rating evaluation in any Model MU-300, MU-300-10, BE-400, BE-400A or BE-400T will meet the requirement for the MU-300, BE-400 type rating. In order to operate another related aircraft, crewmembers operating under 14 CFR 135 are required to satisfactorily comply with the requirements of the MDR and ODR tables in Appendices 1 and 2. The same requirement should be followed by flight crewmembers operating under 14 CFR 91.

6.2.3 Application For and Issuance of Type Ratings. Airmen completing 14 CFR requirements for the issuance of a pilot type rating in accordance with FSB requirements described in this report may apply to the FAA for the MU-300, BE-400 type rating endorsement. Upon completion of required tests, and submission of an application (FAA Form 8710-1), authorized FAA inspectors or designees may issue the necessary pilot certificate with type rating.

6.3 Proficiency Checks. Proficiency Checks are administered in accordance with 14 CFR 61.58, 135.293, 135.297, and 121.441 for the MU-300, BE-400 aircraft. A proficiency check in either an MU-300, MU-300-10, BE-400, BE-400A or BE-400T suffices for the type provided Initial qualification, Recurrent qualification and Differences per MDR and approved ODR tables for that operator are met. These checks must be administered by an authorized check pilot, or FAA Aviation Safety Inspector. Satisfactory completion of a proficiency check may be substituted for recurrent flight training as permitted in 14 CFR 135.351(c).

7. FSB SPECIFICATIONS FOR CURRENCY

7.1 Recency of Experience. Each aircraft type is addressed separately unless otherwise approved. Takeoffs and landings performed in one related MU-300, BE-400 aircraft may be credited to all related aircraft. Recency of experience must include operation/programming of the FMS and use of MSP / AFCS for both arrival and departure.

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

When MDR/ODR specifies Level B Currency, currency is maintained by operating the aircraft variation within the previous 180 days. Currency may be reestablished by a review of Placards, Limitations and Operating Procedures prior to operating the airplane variation.

When MDR/ODR specifies Level C Currency, currency is maintained by operating the aircraft variation through a complete flight cycle including an instrument approach procedure within the previous 90 days. Currency may be reestablished by operating the variation with a qualified PIC for at least one flight segment, completing a Line Check with a Line Check Pilot, completing a Proficiency Check in the aircraft variation or compliance with 14 CFR 61.57(c) or (d) recent flight experience requirements in the airplane variation.

When MDR/ODR specifies Level D Currency, currency is maintained by operating the aircraft variation through 3 complete flight cycles (takeoff, departure, arrival, approach and landing) within the previous 90 days. Currency may be reestablished by completing a Line Check with a Line Check Pilot, completion on a Proficiency Check in the aircraft variation or compliance with 14 CFR 61.57(c) or (d) recent flight experience requirements in the airplane variation.

8. AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

Compliance Checklist (see Appendix 4) (Reserved).

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

8.1 Discussion of Specific Compliance Checklist Items

8.1.1 Forward Observer Seat. The MU-300, BE-400 aircraft do not have a dedicated forward observer seat. No specific aircraft interior passenger seating configuration has been evaluated. A forward facing passenger seat adjacent to the cabin entry door or side facing passenger seat across from the cabin entry door may be acceptable for compliance with 14 CFR 135.75

8.1.2 Emergency Evacuation. No specific evacuation procedures have been demonstrated for MU-300, BE-400 aircraft. MU-300, BE-400 aircraft are certificated for a maximum of 9 passenger seats. Each operator is responsible for their own evacuation procedures and duties.

8.1.3 Ditching Demonstration. No Ditching Demonstration has been accomplished for the MU-300, BE-400 aircraft. Each operator is responsible for extended over water equipment and procedures.

8.1.4 Proving and Validation Tests. Proving and validation tests in accordance with 14 CFR 135.145 are appropriate in accordance with FAA Order 8900.1, when the MU-300, BE-400 aircraft is new to a particular operator. When an operator is currently operating either MU-300 or BE-400 aircraft and it adds the other related aircraft in the same kind of operation, proving tests are not required. Proving test requirements and reductions are as designated by FAA Order 8900.1 and the CHDO, or as otherwise specified by the FSB or AFS-200.

8.1.5 Electronic Flight Bag. (IFIS-5000) For MU-300, BE-400 aircraft a dual File Server Unit installation is available. Dual redundancy is not met with only a single File Server Unit. Dual File Server Units is required for paperless operation in accordance with aeronautical information requirements of 14 CFR 91.503, 135.83. At least one File Server Unit must be available on emergency electrical power. Refer to Appendix 3 of this report for aircraft equipped with G5000.

8.1.5.1 Electronic Checklist.

Printed Pilot Checklist remains required for compliance with 14 CFR 91.503, 135.83. The Electronic Pilot Checklist does not contain all required procedures due to inability to function in all non-normal flight operation situations. The Electronic Pilot Checklist is acceptable for use for those Normal Procedures it contains provided the aircraft operator ensures the Electronic Pilot Checklist procedures remain current for the aircraft.

8.1.5.2 Electronic Charts.

Electronic Approach Charts (SIDS, STARS, Approach Procedures) are available through the IFIS-5000 File Server Unit. Dual redundancy is required for a suitable source of electronic aeronautical information. The enhanced map overlays do not meet requirements for Enroute charts therefore another suitable source of Enroute Chart information must be available at the pilot station.

8.1.6 One Engine Inoperative 180 Minute Area of Operations: Based on published flight planning information the MU-300, BE-400 aircraft is fuel limited rather than time limited for maximum range. 180 minutes from a suitable airport is not possible with published fuel burns.

9. FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

9.1 Device and Simulator Characteristics. Device and simulator characteristics are designated in 14 CFR 60. The acceptability of differences between devices, simulators, and aircraft must be determined for each approved training program.

9.2 Device Approval. Requests for device approval should be made through local CHDO to the National Simulator Program (NSP) for qualification. NSP criteria for flight devices and simulators are acceptable as published.

10. APPLICATION OF FSB REPORT

Training, Checking and Currency of this report (e.g. Type Rating Designation, checking maneuvers, etc.) are effective when the report is approved by the FAA.

11. ALTERNATE MEANS OF COMPLIANCE

11.1 Approval Level and Approval Criteria. Alternate means of compliance to differences requirements for mixed fleet operations other than as specified in provisions of this report must be approved by the Flight Standardization Board and Flight Standards, Air Transportation Division (AFS-200). If alternate means of compliance is sought, operators will be required to establish that the proposed alternate means provides an equivalent level of safety to the provisions of AC 120-53B, and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

11.2 Equivalent Safety. In the event alternate means of compliance is sought, training program hour reductions, simulator approvals, and device approvals, may be significantly limited and reporting requirements may be increased to assure equivalent safety. AFS-200 will generally not consider relief by alternate means of compliance unless sufficient lead time has been planned by an operator to allow for any necessary testing and evaluation.

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

APPENDIX 1

MASTER DIFFERENCE REQUIREMENTS (MDR) TABLE

		FROM Aircraft (Base Aircraft)							
		MU-300	MU-300-10	BE-400	BE-400A	BE-400T			
T O A i r c r a f t	MU-300	A/A/A	B/A/B	B/A/B	D/D/D	D/D/D			
	MU-300-10	B/A/B	(1) A/A/A	(1) A/A/A	D/D/C	D/D/C			
	BE-400	B/A/B	(1) A/A/A	(1) A/A/A	D/D/C	D/D/C			
	BE-400A	D/D/D	D/D/C	D/D/C	(2)(3)(4) (5) A/A/A	Not Determined			
	BE-400T	D/D/D	D/D/C	D/D/C	Not Determined	Not Determined			

NOTES

- (1) BE-400 aircraft with Bendix King KFC-400/EFS-10 or Sperry SPZ-900 are C/D/C.
BE-400 aircraft with Collins FCS-850/Proline 4 EFIS is D/D/C.
- (2) BE-400A aircraft modified by STC for Proline 21 avionics system (400XT) is C/B/B.
(400XT) aircraft modified by STC for LPV WAAS to aircraft is C/B/B.
(400XT) aircraft modified by STC for Universal TAWS is B/B/B.
- (3) BE-400A aircraft modified by STC for Williams FJ44-3AP engines is C/B/B.
- (4) BE-400A aircraft modified by STC ST03473CH for Auto Power System is C/C/C.
- (5) BE-400A aircraft modified by Garmin G5000 Integrated Flight Deck is D/C/C. |

APPENDIX 2

ACCEPTABLE OPERATOR DIFFERENCE REQUIREMENTS (ODR) TABLES

Differences Requirements

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 4 to 6)
FFS	= Full Flight Simulator (Level A, B, C, D)

SAMPLE DIFFERENCES TABLE					COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A (400XT)(Proline 21 & FJ44-3AP)(Auto Power System)(STC ST03473CH)										TRAINING
BASE AIRCRAFT: BE-400A (400XT)(Proline 21 & FJ44-3AP)					LVL A	LVL B	LVL C	LVL D	CHK	CURR
DESIGN	REMARKS	FLT CHAR	PROC CHNG							
Instrument Panel Layout	Added Autothrottle Mode Status Display (MSD) on lower center of instrument panel. Added Autothrottle System (ATS) Engage/Disengage push button switch to center pedestal.	No	Minor			AI			B	B
Throttle Quadrant and Power Levers	Added servo controlled Thrust Levers. Added right-hand Throttle Lever push button to disengage Autothrottle System (ATS). Removed Throttle Lever friction lock.	No	Minor			AI			B	B
Instrument Control Layout	Control functions of the Autothrottle System (ATS) are activated through the Go-Around Button on the left-hand Throttle Lever or through the center pedestal mounted ATS Engage/Disengage push button switch on the center pedestal.	No	Minor			AI			B	B

Differences Requirements

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 4 to 6)
FFS	= Full Flight Simulator (Level A, B, C, D)

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A (400XT)(Proline 21 & FJ44-3AP)(Auto Power System)(STC ST03473CH)									
BASE AIRCRAFT: BE-400A (400XT)(Proline 21 & FJ44-3AP)				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Preflight	Preflight test of the Autothrottle System	No	Yes			FTD		B	B
Takeoff, Landing	With Autothrottle System On	Minor	Yes			FTD		C	C
Rejected TO or engine failure at V1	With Autothrottle System On	Minor	Yes			FTD		C	C
Climb, Cruise, Decent	With Autothrottle System On	Minor	Yes			FTD		C	C
Multi-engine Go-around	With Autothrottle System On	Minor	Yes			FTD		C	C
Low Altitude Level Off	With Autothrottle System On	Minor	Yes			FTD		C	C
Emergency, Abnormal Procedures	With Autothrottle System On	No	Yes			FTD		C	C

Differences Requirements

Definitions used in the Tables:	
X	= Flight Manual/Pilot's Operating Handbook and/or FM Supplement
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CPT	= Cockpit Procedures Trainer
ICBT	= Interactive Computer Based Training
FTD	= Flight Training Device (Level 4 to 6)
FFS	= Full Flight Simulator (Level A, B, C, D)

SAMPLE DIFFERENCES TABLE					COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A (400XT)(Proline 21 & FJ44-3AP)with FMS-6100 LPV										
DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING				CHKG/CURR		
				LVL A	LVL B	LVL C	LVL D	CHK	CURR	
Instrument Panel Layout	No Change									
Center Pedestal	No Change									

SAMPLE DIFFERENCES TABLE					COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A (400XT)(Proline 21 & FJ44-AP)with FMS-6100 LPV										
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING				CHKG/CURR		
				LVL A	LVL B	LVL C	LVL D	CHK	CURR	
Instrument Approaches	WAAS LPV Approaches enabled.	No	Minor			FTD		B	B	
Normal Procedures	Procedures for flying WAAS LPV Approaches	No	Minor			FTD		B	B	
Abnormal Procedures	Procedures specific to FMS with LPV Capabilities	No	Minor		AI			B	B	
Emergency Procedures	No Change									

Differences Requirements

Definitions used in the Tables:	
X	= Flight Manual/Pilot's Operating Handbook and/or FM Supplement
AI	= Aided Instruction
CBT	= Computer Based Training
ICBT	= Interactive Computer Based Training
FTD	= Flight Training Device (Level 4 to 6)
FFS	= Full Flight Simulator (Level A, B, C, D)

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A (400XT)(Proline 21 & FJ44-3AP) with Universal Avionics Terrain Awareness Warning System									
BASE AIRCRAFT: BE-400A (400XT)(Proline 21 & FJ44-3AP)				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Instrument Panel Layout	Added Glideslope Inhibit Switch, Flap Override Switch and Obstacle Inop Annunciator to Center Panel	No	Minor	X				A	A
Center Pedestal	No Change								

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A (400XT)(Proline 21 & FJ44-3AP) with Universal Avionics Terrain Awareness Warning System									
BASE AIRCRAFT: BE-400A (400XT)(Proline 21 & FJ44-3AP)				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Preflight Procedures	Preflight test of TAWS System	No	Minor		AI			B	B
Normal Procedures	Procedures for use of TAWS A	No	Minor		AI			B	B
Abnormal Procedures	Procedures specific for use of the Universal Avionics TAWS A	No	Minor		AI			B	B
Emergency Procedures	No Change								

Differences Requirements

Definitions used in the Tables:	
X	= Flight Manual/Pilot's Operating Handbook and/or FM Supplement
AI	= Aided Instruction
CBT	= Computer Based Training
ICBT	= Interactive Computer Based Training
FTD	= Flight Training Device (Level 4 to 6)
FFS	= Full Flight Simulator (Level A, B, C, D)

SAMPLE DIFFERENCES TABLE					COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A (400XT)(Proline 21 & FJ-44-3AP)										
BASE AIRCRAFT: BE-400A (400XT)(Proline 21 & JT15D)					TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR	
General Airplane Configuration	No Change									
Weights	Update BOW	NO	NO	X				A	A	
Airworthiness Limitations	Revised AFM Limitations	NO	NO	X				B	A	
Placards and Markings	Revised Instrument Panel placards Engine Instrument Markings revised Add annunciators (L&R each) (B/A Source, B/A Overpress, and TT2 Fail) Change EFC annunciators to No Dispatch	NO	NO		AI			B	A	
Servicing	No Change									
Engines	P&W Jt15D-5 engines replaced with Williams International FJ44-3AP engines. Engine mounts and cowling replaced.	NO	YES		AI			A	A	
Flight Deck	No Change									
Instrument Panel Layout	Add L&R FADEC Switches and Channel A/B Indicators on lower Inst. Panel. Convert 2 EFC Switches to Idle Speed Switch & WOW/GDAL Test Switch. Remove T/R throttle paddles. Replace throttle cables with TLA sensors. Replace Engine Sync rotary know with toggle switch Remove T/R annunciators and stow	NO	YES		AI			A	A	
Cabin	No Change									
Flight Controls	No Change									

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A (400XT)(Proline 21 & FJ-44-3AP)									
BASE AIRCRAFT: BE-400A (400XT)(Proline 21 & JT15D				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Preflight	JT15D-5 replaced with FJ44-3AP Exterior and Interior Preflight	NO	YES			FTD		B	B
Engine Start	JT15D-5 replaced with FJ44-3AP Include FADEC	NO	YES		AI			B	B
Taxi	JT15D-5 replaced with FJ44-3AP GDAL/WOW & Idle checks	NO	YES			FTD		B	B
Takeoff	JT15D-5 replaced with FJ44-3AP Engine Power Setting procedure	NO	YES		AI			A	A
RTO Or V1 Fail	JT15D-5 replaced with FJ44-3AP No Thrust Reverser	NO	YES		AI			B	B
Climb Cruise Decent	JT15D-5 replaced with FJ44-3AP Power setting procedures	NO	YES		AI			A	A
Instrument Approaches	No Change								
Landing	JT15D-5 replaced with FJ44-3AP Thrust Reversers removed	NO	YES	X				A	A
Normal Procedures	JT15D-5 replaced with FJ44-3AP FADEC BIT, FADAC checks, Ignition No Thrust Reverser	NO	YES			FTD		B	B
Abnormal Procedures	JT15D-5 replaced with FJ44-3AP affecting several Abnormal Procedures, Additional FADEC procedures.	NO	YES		AI			B	B
Emergency Procedures	JT15D-5 replaced with FJ44-3AP affecting Emergency Procedures.	NO	YES		AI			B	B
In-Flight Maneuvers	No Change								

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A (400XT)(Proline 21 & FJ-44-3AP)									
BASE AIRCRAFT: BE-400A (400XT)(Proline 21 & JT15D)				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
28 Fuel	Fuel Jet Pumps modified for FJ44 fuel flows.	NO	NO	X				A	A
30 Ice / Rain	Engine Anti-Ice modified for FJ44	NO	NO	X				A	A
54 Nacelles/Pylons	Engine pylon modified for FJ44 Engine nacelles modified for FJ44	NO	NO	X				A	A
71 Powerplant	FJ44 Powerplant Assembly, Nacelles, Cowling and engine plumbing and wiring	NO	NO	X				A	A
72 Engine (turbine)	JT15D-5 replaced with FJ44-3AP Sea Level Thrust increase to 3050 lbs.	NO	YES		AI			B	B
73 Fuel Controls	Replace JT15D Hydro-Mechanical fuel control with FJ44 FADEC	NO	YES		AI			B	B
74 Engine Ignitions	Ignition control through FADEC. Remove OFF switch position	NO	YES		AI			B	B
75 Engine Bleed Air	Bleed Air temperature control system installed in nacelle. Bleed Air auto-shutdown added.	NO	YES		AI			B	B
76 Engine Controls	Remove Thrust Lever Paddles Thrust lever cables replace with RVDTs EFC replaced with FADEC	NO	YES		AI			B	B
77 Engine Indicating	Engine instrument limits changed to FJ44	NO	NO	X				A	A
78 Exhaust	Removed Thrust Reversers New FJ44 exhaust nozzles	NO	YES	X				A	A
79 Engine Oil	Engine oil specifications change for FJ44	NO	NO	X				B	A
80 Engine Starting	FADEC control of engine start	NO	YES			FTD		B	B
All other Systems	No Change								

Differences Requirements

Definitions used in the Tables:	
X	= Flight Manual/Pilot's Operating Handbook and/or FM Supplement
AI	= Aided Instruction
CBT	= Computer Based Training
ICBT	= Interactive Computer Based Training
FTD	= Flight Training Device (Level 4 to 6)
FFS	= Full Flight Simulator (Level A, B, C, D)

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A (400XT)(JT15D & Proline 21)									
BASE AIRCRAFT: BE-400A (JT15D & Proline 4)				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
General Airplane Configuration	Proline 4 CRT displays replaced with Proline 21 LCD Adaptive Flight Displays	NO	NO	X				A	A
Weights	Update BOW	NO	NO	X				A	A
Airworthiness Limitations	Revised AFM Limitations & FMS-6100 capability	NO	YES	X				A	A
Placards and Markings	Revised cockpit placards & labels Analog Engine Instrument replaced with EIS with new display marking methods	NO	NO	X				A	A
Servicing	No Change								
Engines	Engine Instruments now EIS	NO	NO	X				A	A
Flight Deck	Annunciator Panel moved to overhead No change glareshield or specific annunc. New course/heading panel (CHP) Altitude Selector moved to CHP RTUs moved aft to accommodate CHP Reversion controls now toggle switches AFD Display line select keys New Display Control Panels (DCP) New Cursor Control Panel (CCP) for MFD New PS-835 Standby Battery Systems Collins TCAS-4000 (TCAS II) option Install DBU-5000 Install IFIS-5000	NO	YES		AI			B	B
Instrument Panel Layout	Engine Instruments now EIS top of MFD Fuel quantity indicators now digital on MFD Fuel Temperature & flow digital on MFD SDU removed Vertical Speed display to tape format	NO	NO	X				A	A
Cabin	No Change								
Flight Controls	No Change								

SAMPLE DIFFERENCES TABLE					COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A (400XT)(JT15D & Proline 21)										
BASE AIRCRAFT: BE-400A (JT15D & Proline 4)					TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR	
Preflight	Display power-up for EIS system to display Preflight Check required information	NO	YES		AI			B	B	
Engine Start	Display power sources and functions during Engine Start Procedures	NO	YES		AI			B	B	
Taxi	No change									
Takeoff	No Change									
RTO Or V1 Fail	No Change									
Climb Cruise Decent	No Change									
Instrument Approaches	Flight Mode Annunciation format and information change on PFD	NO	YES		AI			A	A	
Landing	No Change									
Normal Procedures	Proline 21 AFD LCD displays with EIS, IFIS & Electronic Pilot Checklist All Normal Procedures affected.	NO	YES			FTD		B	B	
Abnormal Procedures	Proline 21 AFD LCD displays with EIS, IFIS & Electronic Pilot Checklist Changed and New Procedures	NO	YES		AI			B	B	
Emergency Procedures	Proline 21 AFD LCD displays with EIS, IFIS & Electronic Pilot Checklist Changed Procedures only	NO	YES		AI			B	B	
In-Flight Maneuvers	Proline 21 AFD LCD displays Vertical Speed indication format	NO	NO		AI			B	B	

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A (400XT)(JT15D & Proline 21)									
BASE AIRCRAFT: BE-400A (JT15D & Proline 4)				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
22 Auto-Flight	No Change								
23 Communications	No Change								
24 Electrical Power	Existing Standby Power : STBY Altimeter, STBY Alt. Vibrator, STBY Inst Lights, #1 Comm, #1 RTU, #1 DCP, #1 CCP 2nd Standby Power System: Two PS-835 Standby Battery system installed to power #1 MFD, #1 AHRS, #1 ADC, #1 FSU, #1/#2 oil pressure sensor, & #1/#2 DCU. WOW switch prevents 2 nd STBY PWR on ground.	NO	YES		AI			B	B
28 Fuel	Analog Fuel Quantity Indicators replaced by EIS on top of MFD with Digital Display Fuel Temperature digital EIS on MFD Fuel Quantity Signal Conditioner added to convert fuel sensing signals for DCU.	NO	NO	X				A	A
31 Indicating/Record	Upgrade IAPS to accommodate AFDs	NO	NO	X				A	A
34 Navigation	Collins RTA-854 radar with Turb. Detection AHS-3000A AHRS installed FMS now FMC-6100 card and software Replace GPS receivers to GPS-4000 Remove SDU & add Navigation Display capability on MFD	NO	NO		AI			A	A
45 Maintenance Computer	MDC 4000 replaced with MDC 3110	NO	NO	X				A	A
46 Information Systems	IFIS-5000 (1 or 2 FSU option with 2 MFD) XM graphical weather products Enhanced Map Overlays Jeppesen Electronic Charts (Class 3 EFB) Electronic Pilot Checklist	NO	YES			FTD		B	C
53 Fuselage	New Antennas for L-band, Mode S, GPS2, XM and TCAS (optional)	NO	NO	X				A	A
73 Fuel Controls	Fuel Flow indicators digital on top MFD	NO	NO	X				A	A
77 Engine Indicating	Analog engine instruments replaced with EIS. EIS provides display of N1, N2, ITT, Fuel Flow, Oil Pressure, Oil Temperature. (4) Data Concentrator Units (DCU) installed to provide data to EIS.	NO	NO		AI			B	B
80 Engine Starting	EIS Display powered for engine start	NO	NO			FTD		B	B
All other Systems	No Change								

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FTD	= Flight Training Device (Level 4 to 6)
FFS	= Full Flight Simulator (Level A, B, C, D)

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A & BE-400T									
BASE AIRCRAFT: BE-400				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
General Airplane Configuration	Electro Mechanical Flight Instruments replaced with Proline 4 EFIS	NO	YES				FFS	D	C
Weights	Increased maximum weights New MGTOW 16,100 pounds Max Landing weight 15,700 pounds Max Fuel Temp increased to 50 C	NO	NO	X				A	A
Airworthiness Limitations	Revised AFM Limitations VMCA and VMCG increased Rudder Boost required	NO	YES	X				A	A
Placards and Markings	Revised cockpit placards & labels	NO	NO	X				A	A
Servicing	No Change								
Engines	Same JT15D-5 engine with 65 pound thrust increase	NO	NO	X				A	A
Flight Deck	AOA Indexer removed	NO	NO	X				A	A
Instrument Panel Layout	Change from 6 independent flight instruments to PFD combined format	NO	YES				FFS	D	C
Cabin	New Interior passenger configuration	NO	NO	X				A	A
Flight Controls	Automatic Flap delay with H STAB Ice ON Rudder Boost added	YES	YES		AI			A	B
Aerodynamic Controls	Yaw Damper control surface removed, Yaw Damper incorporated into rudder Yaw Damper OFF for takeoff & landing	NO	YES		AI			B	B

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A & BE-400T									
BASE AIRCRAFT: BE-400				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Preflight	Preflight Check items changed & added	NO	YES		AI			B	B
Engine Start	Ignition control sequence	NO	YES		AI			B	B
Taxi	Rudder Boost Check Change H Stab check	NO	YES		AI			B	B
Takeoff	Operation of Yaw Damper	NO	YES	X				A	B
RTO Or V1 Fail	No Change								
Climb Cruise Decent	No Change								
Instrument Approaches	FMS approach selection and Modes	NO	YES		AI			A	A
Landing	Yaw Damper OFF	NO	YES	X				A	B
Normal Procedures	Normal Procedures revised	NO	YES			FTD		B	B
Abnormal Procedures	Abnormal Procedures changed & added	NO	YES		AI			B	B
Emergency Procedures	Emergency Procedures changed & added	NO	YES		AI			B	B
In-Flight Maneuvers	Operation of Anti-Ice systems	NO	YES		AI			B	B

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A & BE-400T									
BASE AIRCRAFT: BE-400				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 Air Conditioning	New 5 degree C Limitation Refrigeration Air Conditioning operation	NO	YES	X				B	B
22 Auto-Flight	Dual fail passive 3-axis AFCS and Autopilot	NO	YES				FFS	D	C
23 Communications	Radio Tuning Changes	NO	YES	X				A	A
24 Electrical Power	Reduction in AC power use and distribution Inverter procedures change Generator normal limit increased 280 amps	NO	YES		AI			B	B
25 Equipment / Furn.	Optional Lav moved to rear of cabin Pax Seating configuration changes	NO	NO	X				A	B
27 Flight Controls	Delayed Flap extension with H Stab Anti-Ice ON	NO	NO	X				A	A
28 Fuel	Add 2 nd Fuel Transfer Pump Add Fuel Feed indicator light Fuel capacity increase to 4912 pounds Wing fuel decrease, Fuselage fuel increase More Fuselage Tanks, 2 Transfer Pumps Fuselage Fill System option removed	NO	NO	X				A	A
30 Ice / Rain	Horizontal Stabilizer Antiice/Deice changes	NO	YES		AI			B	B
31 Indicating/Record	Several new & changed Annunciators	NO	YES		AI			B	B
33 Lights	Automatic retraction of Landing Lights with Landing Gear Retraction	NO	YES	X				A	A
34 Navigation	Proline 4 PFD format for Flight Instruments Proline 4 MFD format for Nav/WX/TCAS Add Multi-Sensor FMS TAWS added	NO	YES				FFS	D	C
35 Oxygen	Remove Oxygen Generators Pass Oxygen on 77 cubic ft oxygen bottle	NO	YES		AI			B	B
72 Engine (turbine)	Engine thrust increase to 2965 pounds	NO	NO	X				A	A
77 Engine Indicating	N1 & N2 add digital display	NO	NO	X				A	A
78 Exhaust	Model 400T has no Thrust Reversers	NO	YES	X				A	B
80 Engine Starting	Ignition ON with Thrust Lever during start	NO	YES		AI			B	B
All other Systems	No Change								

Differences Requirements

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 4 to 6)
FFS	= Full Flight Simulator (Level A, B, C, D)

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: MU-300-10 & BE-400									
BASE AIRCRAFT: Mitsubishi Model MU-300				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
General Airplane Configuration	No Change								
Weights	MGTOW increase to 15,780 pounds	NO	NO	X				A	B
Airworthiness Limitations	New Operating Weights & speeds	NO	NO	X				A	B
Placards and Markings	Engine limitations changed	NO	NO	X				A	A
Servicing	No Change								
Engines	Engine change to JT-15D-5 with 2900 pounds of thrust. Add EFC for engine fuel control	NO	YES		AI			A	B
Flight Deck	Add EFC switches on center pedestal Annunciator panel moved from overhead panel to center instrument panel	NO	YES		AI			A	B
Instrument Panel Layout	Generator ammeters and Voltmeter moved to overhead. Fuel gauges relocated	NO	NO	X				A	A
Cabin	New Cabin configuration	NO	NO	X				A	B
Flight Controls	No Change								
Aerodynamic Controls	No Change								

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: MU-300-10 & BE-400									
BASE AIRCRAFT: Mitsubishi Model MU-300				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Preflight	Minor changes to exterior preflight items New preflight action for EFC	NO	YES		AI			A	B
Engine Start	EFC annunciator checks	NO	YES		AI			A	B
Taxi	Add EFC check	NO	YES		AI			A	B
Takeoff	Additional thrust affects acceleration at lower takeoff weights. ECS OFF takeoff procedure option No zero flap takeoff data or procedures	NO	YES		AI			A	B
RTO Or V1 Fail	Change in V speeds and weights	NO	NO	X				A	A
Climb Cruise Decent	Increased rate of climb	NO	NO	X				A	A
Instrument Approaches	No Change								
Landing	No Change								
Normal Procedures	New procedures for EFC and ECS OFF Takeoff	NO	YES		AI			A	B
Abnormal Procedures	Minor changes and additions.	NO	YES		AI			A	A
Emergency Procedures	Minor changes and additions	NO	YES		AI			A	A
In-Flight Maneuvers	No Change								

SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: MU-300-10 & BE-400									
BASE AIRCRAFT: Mitsubishi Model MU-300				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 Air Conditioning	Single Zone Temperature Control System not available.	NO	NO	X				A	A
22 Auto-Flight	No Change								
23 Communications	Remove Comm 1 Plt Phone	NO	YES		AI			A	B
24 Electrical Power	Standard 8 buss secondary power distribution system	NO	NO	X				A	A
25 Equipment / Furn.	New aircraft interior and seat configuration	NO	NO	X				A	A
28 Fuel	Optional fuselage fuel tank increases fuel capacity to 4904 pounds and fuselage fuel transfer system (standard @ RJ-34&after)	NO	YES	X				A	B
31 Indicating/Record	Annunciator Panel relocated from overhead panel to center instrument panel. Add annunciators for EFC system	NO	YES	X				A	B
33 Lights	Automatic landing light retract with landing gear retraction	NO	YES	X				A	B
72 Engine (turbine)	Replaced JT15D-4 with JT15D-5, increase thrust from 2500 pounds to 2900 pounds	NO	NO	X				A	B
73 Fuel Controls	New EFC for fuel control	NO	YES		AI			A	B
74 Engine Ignitions	No Change								
76 Engine Controls	No Change								
77 Engine Indicating	New Limits on Engine Instruments	NO	NO	X				A	B
78 Exhaust	Optional Thrust Reversers	NO	YES		AI			A	B
80 Engine Starting	New Procedures to check EFC during engine start.	NO	YES		AI			A	B
All other Systems	No Change								

Operator Differences Requirements

Definitions used in the ODR 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 4 to 6)
FFS	= Full Flight Simulator (Level A, B, C, D)

DIFFERENCES TABLE					COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A with G5000										
BASE AIRCRAFT: BE-400A (MDR NOTE (5) equipment only)					TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR	
General Airplane Configuration	No Change									
Weights	No Change									
Airworthiness Limitations	See Airplane Flight Manual Supplement	NO	YES	X				A	B	
Placards and Markings	See Airplane Flight Manual Supplement	NO	NO	X				A	B	
Servicing	See G5000/GFC 700 System Maintenance Manual	NO	YES		X			B	B	
Engines	No Change									
Flight Deck	Remove Collins Proline 4 Install Garmin G5000	NO	YES				FTD	C	C	
Instrument Panel Layout	Changed to accommodate G5000: <ul style="list-style-type: none"> Removed Collins PFDs and MFDs. Replaced with two Garmin PFDs and a single MFD. Sensor Display Units (SDUs) and standby flight instruments replaced with single MD302 Standby Attitude Module. Engine Gauges replaced to MFD. Flap indication replaced to MFD. GMC 7250 autopilot controller beneath glareshield in center instrument panel. Two GCU 275 standby PFD controllers installed beneath glareshield in center instrument panel. Replaced audio panels. Control integrated into G5000 system components. Two GTC 570 touch-screen MFD controllers installed in center pedestal. 	NO	YES				FTD	C	C	
Cabin	No Change									
Flight Controls	No Change									
Aerodynamic Controls	No Change									

DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A with G5000									
BASE AIRCRAFT: BE-400A (MDR NOTE (5) equipment only))				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Preflight	Avionics Preflight	NO	YES		X			B	B
Engine Start	Engine Gauges changed to electronic display on the MFD	NO	NO		X			B	B
Taxi	See Airplane Flight Manual Supplement for new or changed Taxi Procedures	NO	YES		X			B	B
Takeoff	Engine Power Instruments moved to MFD New Target N1 bug system integrated into G5000	NO	YES			FTD		C	C
RTO Or V1 Fail	No Change								
Climb Cruise Decent	No Change								
Instrument Approaches	All new PFD, MFD and controllers, FMS, Autopilot, WAAS procedures, LNAV & LPV approaches, Synthetic Vision System	NO	YES				FTD	C	C
Landing	No Change								
Shutdown	No Change								
Normal Procedures	See Airplane Flight Manual Supplement for review of all Normal Procedures	NO	YES			FTD		C	C
Abnormal Procedures	See Airplane Flight Manual Supplement for new or changed Abnormal Procedures	NO	YES			FTD		C	C
Emergency Procedures	See Airplane Flight Manual Supplement for new or changed Emergency Procedures	NO	YES			FTD		C	C
In-Flight Maneuvers	No Change								

DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A with G5000									
BASE AIRCRAFT: BE-400A (MDR NOTE (5) equipment only)				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 Air Conditioning	No Change								
22 Auto-Flight	Collins APS-850 autopilot replaced by Garmin GFC 700 autopilot with GMC 7250 mode controller Garmin USP System software	YES	YES				FTD	C	C
23 Communications	Dual Garmin GIA 63W Communication Transceivers installed Removed Audio Control Panels. Replaced with dual Garmin GMA 36 audio processors, with controls integrated into G5000 system	NO	YES			FTD		C	C
24 Electrical Power	Individual Circuits & Circuit Breakers change with new labels and locations	NO	NO	X				A	A
25 Equipment / Furn.	Several new avionics racks behind instrument panel, in the nose avionics bay and underneath center pedestal	NO	NO	X				A	A
26 Fire Protection	No Change								
27 Flight Controls	No Change								
28 Fuel	Fuel quantity indicators relocated below MFD Fuel used counter removed and function integrated within G5000	NO	YES			FTD		C	C
29 Hydraulic	No Change								
30 Ice / Rain	No Change								
31 Indicating/Record	Added AFMS procedure to direct pilot to overhead panel to determine failed pitot or static heat element with a PITOT HT OFF caution.	NO	YES		X			B	B
32 Landing Gear	No Change								
33 Lights	Pilot and Copilot display format and dimming control panel added to center pedestal for G5000 system	NO	YES		X			C	C
34 Navigation	Install dual Garmin GIA 63W GPS/VHF Navigation receivers Collins transponders replaced with Garmin GTX 3000. Controls integrated into G5000 system SVS Display on PFDs	NO	YES				FTD	C	C

DIFFERENCES TABLE					COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A with G5000										
BASE AIRCRAFT: BE-400A (MDR NOTE (5) equipment only)					TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR	
35 Oxygen	No Change									
36 Pneumatics	No Change									
37 Vacuum	No Change									
38 Waste / Water	No Change									
45 Maintenance Computer	No Change									
46 Information Systems	Optional datalink equipment available that provides SiriusXM and Garmin Connex Weather services. Also provided are the abilities to send and receive telephone calls and SMS text messaging Class III, Type B EFB with Electronic Charts Safetaxi Airport Diagrams Garmin SurfaceWatch surface monitoring system	NO	YES			FTD		C	C	
49 APU	No Change									
52 Doors	No Change									
53 Fuselage	Added (2) GPS antennae, (2) GTP 59 temperature probes, and (2) WiFi/Iridium antennae	NO	NO	X				A	A	
54 Nacelles/Pylons	No Change									
55 Horizontal & Vertical Stab.	No Change									
56 Windows	No Change									
57 Wings	No Change									
61 Propellers	No Change									
71 Powerplant	No Change									
72 Engine (turbine)	No Change									
73 Fuel Controls	No Change									

DIFFERENCES TABLE					COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: BE-400A with G5000										
BASE AIRCRAFT: BE-400A (MDR NOTE (5) equipment only)					TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR	
74 Engine Ignitions	No Change									
75 Engine Bleed Air	No Change									
76 Engine Controls	No Change									
77 Engine Indicating	Analog Engine Indicators replaced by digital engine indications on G5000 Multi-Function Display (MFD) Engine Start, Sync and Ignition indications repeated on MFD Engine Vib Meter removed, replaced and integrated within G5000	NO	YES			FTD		C	C	
78 Exhaust	No Change									
79 Engine Oil	No Change									
80 Engine Starting	Analog Engine Indicators replaced by digital engine indications on G5000 Multi-Function Display (MFD) – ITT gauge changes scale after start sequence	NO	YES			FTD		C	C	

APPENDIX 3.

Class 3 Electronic Flight Bag Operational Evaluation

Beechcraft Model 400A (RK-045, RK-049 through RK-604) Garmin G5000 Integrated Avionics System

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1. Purpose and Applicability
2. Suitability Determination
3. Description
4. Mounting
5. Display and Reflectivity
6. Database Revisions
7. Specifications for Training
8. Specifications for Checking
9. Specifications for Currency
10. Environmental Testing (HIRF, EMI)
11. Continued Airworthiness
12. List of Affected Document

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

2. Suitability Determination

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

3. Description

The G5000 includes “FliteChart” and optional “ChartView” electronic charts. A specific system description for the system configuration appropriate to the installation is available in the approved airplane flight manual, and Garmin G5000 Integrated Avionics System Pilot’s Guide Beechjet 400A & HawkerXP (400A).

4. Mounting

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

5. Display and Reflectivity

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

6. Database Revisions

The database currency requirements are specified in the approved airplane flight manual, and Garmin G5000 Integrated Avionics System Pilot’s Guide Beechjet 400A & HawkerXP (Model 400A).

7. Specifications for Training

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

8. Specification for Checking

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

9. Specification for Currency

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

10. Environmental Testing (HIRF, EMI)

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

11. Continued Airworthiness

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

12. LIST of Affected Document

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

- Airplane Flight Manual
- Garmin G5000 Integrated Avionics System Pilot's Guide Beechjet (Model 400A).
- Operations Manual
- Flight Crew Training Program
- Training Courseware (Flight Crew, Maintenance Personnel, Operations Personnel)
- Company Maintenance Procedures
- Component Maintenance Manuals
- Minimum Equipment List
- Data Delivery and Management Procedures
- EFB Configuration Control Procedures

APPENDIX 4.

SAMPLE OF AN ACCEPTABLE TRAINING PROGRAM

(RESERVED)

APPENDIX 5

AIRCRAFT COMPLIANCE CHECKLIST

(RESERVED)