



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, DC

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## Flight Standardization Board (FSB) Report

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Revision: 2  
Date: 07/13/2020

Manufacturer:  
**Learjet Inc.**

Type Certificate Data Sheet (TCDS)	TCDS Identifier	Marketing Name	Pilot Type Rating
T00008WI	45	Learjet 45: S/N 45-002 thru 45-455, Learjet 75: S/N 45-456 thru 45-2000, Learjet 40: S/N 45-2001 thru 45-2133, Learjet 70: S/N 45-2134 thru 45-4000	LR-45

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## 1. RECORD OF REVISIONS

Revision Number	Sections(s)	Page(s) Affected	Date
Original	All	All	05/10/1998
1	All	All	05/20/2014
2	All	All	07/13/2020

## 2. INTRODUCTION

Aircraft Evaluation Groups (AEG) are responsible for working with aircraft manufacturers and modifiers, during the development and Federal Aviation Administration (FAA) certification of new and modified aircraft to determine:

- 1) The pilot type rating,
- 2) Flight crewmember training, checking, and currency requirements, and
- 3) Operational suitability.

This report lists those determinations for use by:

- 1) FAA employees who approve training programs,
- 2) FAA employees and designees who certify airmen, and
- 3) aircraft operators and training providers, to assist them in developing their flight crewmember training, checking and currency.

## 3. HIGHLIGHTS OF CHANGE

Revision 2: Converted Revision 1 to Section 508 compliance and added Garmin G5000 Phase III software update. No Change Bars were added; the entire report has been revised/updated.

## 4. BACKGROUND

The Small Aircraft AEG formed a Flight Standardization Board (FSB) that evaluated the Learjet 45 as defined in FAA Type Certificate Data Sheet (TCDS) # T00008WI. The evaluation was conducted using the methods described in FAA Advisory Circular (AC) 120-53, Guidance for Conducting and Use of Flight Standardization Board Evaluations.

The Garmin G5000 Phase III software update was evaluated on 12/3/2019 using the methods described in AC 120-53.

## 5. ACRONYMS

- 14 CFR Title 14 of the Code of Federal Regulations
- AC Advisory Circular
- ACFT Aircraft
- ACP Audio Control Panel
- ACS Airman Certification Standards
- AEG Aircraft Evaluation Group
- AFM Airplane Flight Manual
- AHRS Attitude and Heading Reference System
- ATP Airline Transport Pilot
- AV Audiovisual Presentation
- BIT Built-in Test
- CBP Circuit Breaker Panel
- CLR DLY Clearance Delivery
- CPDLC Controller Pilot Data Link Communications
- CPT Cockpit Procedures Trainer
- CVR Cockpit Voice Recorder
- ECL Electronic Display of checklists
- ECS Environmental Control System
- EFB Electronic Flight Bag
- EFIS Electronic Flight Information System
- EICAS Engine Indicating Crew Alerting System
- ELT Emergency Locator Transmitter
- ESIS Electronic Standby Instrument System
- FAA Federal Aviation Administration
- FANS Future Air Navigation System
- FD Flight Director
- FFS Full Flight Simulator
- FGC Flight Guidance Controller
- FMS Flight Management System
- FLC Flight Level Change
- FPA Flight Path Angle
- FPAR Flight Path Angle Reference
- FPM Flight Path Marker
- FSB Flight Standardization Board
- FSBR Flight Standardization Board Report
- FSTD Flight Simulation Training Device
- FTD Flight Training Device
- GMC Garmin Mode Controller
- GNSS Global Navigation Satellite System
- GPS Global Positioning System
- GTC Garmin Touch Controller

- HO Handout
- ICBI Interactive (full-task) Computer Based Instruction
- LTS Lights
- MDR Master Differences Requirements
- PA Passenger Address
- PFD Primary Flight Display
- PROC Procedure
- PTT Part Task Trainers
- RA Resolution Advisory
- RAAS Runway Awareness Alerting System
- RMU Radio Management Unit
- STC Supplemental Type Certificate
- SU Stand-Up Instruction
- SVS Synthetic Vision System
- TC Type Certificate
- TCAS Traffic Alert and Collision Avoidance System
- TCBI Tutorial Computer-Based Instruction
- TCDS Type Certificate Data Sheet
- TO Takeoff Mode
- TOLD Takeoff and Landing
- VFR Visual Flight Rules
- VNAV Vertical Navigation
- $V_{ref}$  The reference landing speed
- VRP Visual Reporting Points
- W&B Weight and Balance

## 6. DEFINITIONS

These definitions are for the purposes of this report only.

- 6.1 Base Aircraft.** An aircraft identified for use as a reference to compare differences with another aircraft.
- 6.2 Current.** A crewmember meets all requirements to operate the aircraft under the applicable operating part.
- 6.3 Differences Tables.** Describes the differences between a pair of related aircraft and the minimum levels operators must use to conduct differences training and checking of crewmembers. Differences levels range from A to E.
- 6.4 Master Differences Requirements (MDR).** Specifies the highest training and checking differences levels between a pair of related aircraft derived from the Differences Tables.

- 6.5 Mixed Fleet Flying.** The operation of a base aircraft and one or more related aircraft for which credit may be taken for training, checking, and currency events.
- 6.6 Operational Evaluation.** The AEG process to determine pilot type rating, minimum flightcrew member training, checking and currency requirements, and unique or special airman certification requirements (e.g., specific flight characteristics, no-flap landing).
- 6.7 Operational Suitability.** An AEG determination that an aircraft or system may be used in the National Airspace System (NAS) and meets the applicable operational regulations (e.g., Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 121, 133, and 135).
- 6.8 Qualified.** A flightcrew member holds the appropriate airman certificate and ratings as required by the applicable operating part.
- 6.9 Related Aircraft.** Any two or more aircraft of the same make with either the same or different type certificates (TC) that have been demonstrated and determined by the Administrator to have commonality.
- 6.10 Seat Dependent Tasks.** Maneuvers or procedures using controls that are accessible or operable from only one flight crewmember seat.
- 6.11 Special Emphasis Area.** A training requirement unique to the aircraft, based on a system, procedure, or maneuver, which requires additional highlighting during training. It may also require additional training time, specialized training devices, or training equipment.
- 6.12 Specific Flight Characteristics.** Maneuvers or procedures with unique handling or performance characteristics that the FSB has determined must be checked.

## **7. PILOT TYPE RATING**

- 7.1 Type Rating.** The Learjet 40, 45, 70, 75 aircraft type rating designation is LR-45.
- 7.2 Common Type Ratings.** Not applicable.
- 7.3 Military Equivalent Designations.** Military aircraft that qualify for the LR-45 type rating can be found on the [www.faa.gov](http://www.faa.gov/licenses_certificates/airmen_certification/) website under “Licenses & Certificates, Airmen Certification, Online Services, Aircraft Type Rating Designators. This webpage is kept up-to-date and can be found at [http://www.faa.gov/licenses\\_certificates/airmen\\_certification/](http://www.faa.gov/licenses_certificates/airmen_certification/).

## **8. RELATED AIRCRAFT**

- 8.1 Related Aircraft on Same TCDS.** Learjet 40, Learjet 45, Learjet 70, Learjet 75.
- 8.2 Related Aircraft on Different TCDS.** Not applicable.

## 9. PILOT TRAINING

- 9.1 Airman Experience.** Airmen receiving initial Learjet 40, 45, 70, 75 training should have previous training in high altitude operations in multi-engine transport turbojet aircraft, new generation avionics, and Flight Management System (FMS) experience. Pilots without this experience may require additional training.

Airmen receiving upgrade or transition Learjet 40, 45, 70, 75 training are assumed to have previous experience in the Learjet 40, 45, 70, 75 new generation avionics, high altitude operations, and FMS. Pilots without this experience may require additional training.

- 9.2 Special Emphasis Areas.** The following areas of emphasis should be addressed during ground and flight training:

- a) **Flight Instruments.** The Engine Indication and Crew Alerting System (EICAS), the Primary Flight Displays (PFD), and Multi-Function Displays (MFD). Altitude and airspeed are presented on vertical scale instruments in both digital and analog formats. Pilots need to be able to understand the multitude of information presented on all the 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 display failures, reversionary modes, and appropriate corrective action to be taken should be addressed.
- b) **Flight Control System.** An operational understanding of the basic modes of operation as well as an understanding of the primary and secondary flight control systems and their associated system components. Pitch and roll mechanical disconnect should only be demonstrated in the simulator, and should never be utilized in the aircraft unless checklist requires it. Demonstration of pitch and roll mechanical disconnect is not required for the practical test.
- 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 various modes during different phases of flight is essential. An operational understanding of the autopilot and flight director limitations and the skills and ability to operate the aircraft in compliance with associated limitations.
- d) **Digital Electronic Engine Control (DEEC).** An operational understanding of the DEEC and the engine thrust selection and limitations are required.
- e) **Control Panels.** System control panels using pushbuttons with integral light bars. Pilots should have an understanding of the switch position and system configuration as it relates to whether the light bar is illuminated or not. This understanding is required for both normal and abnormal system operation.

- f) **LR-70/75 Touch Screen Controllers.** Pilots should have an understanding of touch screen controllers, navigation through the various pages, the selected touch key position and system configuration as it relates to system operation. This understanding is required for both normal, abnormal and emergency system operation.
- g) **LR-70/75 G5000 System Functionality.** System functionality concerning touch screen controllers, synoptic pages, display softkeys, FMS functions, database currency requirements, synthetic vision, annunciations, flight planning, hazard avoidance systems, system failure modes and back up controllers.

**9.3 Specific Flight Characteristics.** Maneuvers or procedures required to be checked as referenced in the Airline Transport Pilot (ATP) and Type Rating for Airplane Airman Certification Standards (ACS). There are no specific flight characteristics.

**9.4 Seat Dependent Tasks.** Pilots must receive training in these seat dependent tasks: Nose wheel steering (left seat); initial, transition, upgrade, and recurrent training.

**9.5 Regulatory Training Requirements Which Are Not Applicable to the Learjet 40, 45, 70, 75.** 14 CFR part 135, § 135.345(b)(3): Part 135 Ground Training, Propellers.

**9.6 Flight Simulation Training Devices (FSTD).** There are no specific systems, procedures, or maneuvers that are unique to the Learjet 40, 45, 70, 75 that require a specific FSTD for training.

**9.7 Training Equipment.** There are no specific systems or procedures that are unique to the Learjet 40, 45, 70, 75 that require specific training equipment.

**9.8 Differences Training Between Related Aircraft.** Pilots must receive difference training between the Learjet 40, 45, 70 and 75. The level of training is specified in Appendix 3 Differences Tables.

## 10. PILOT CHECKING

**10.1 Landing from a No-Flap or Nonstandard Flap Approach.** The probability of flap extension failure on the Learjet 40, 45, 70, 75 is not extremely remote due to system design. Therefore, demonstration of a no flap approach and landing during pilot certification or a 14 CFR part 61, § 61.58 proficiency check, § 91.1065 competency check, or § 135.293 competency check is required. Refer to FAA Order 8900.1, Volume 5 when the test or check is conducted in an aircraft versus an FFS.

**10.2 Specific Flight Characteristics.** Maneuvers or procedures required to be checked as referenced in the Airline Transport Pilot and Type Rating for Airplane Airman Certification Standards. There are no specific flight characteristics.

**10.3 Seat Dependent Tasks.** Pilots must be checked in these seat dependent tasks: Nose wheel steering (left seat); initial, transition, upgrade, and recurrent training.

**10.4 Other Checking Items.** Not applicable.

**10.5 FSTD.** There are no specific systems, procedures, or maneuvers that are unique to the Learjet 40, 45, 70, 75 that require a specific FSTD for checking.

**10.6 Equipment.** There are no specific systems or procedures that are unique to the Learjet 40, 45, 70, 75 that require specific equipment.

**10.7 Differences Checking Between Related Aircraft.** Pilots must receive difference checking between the Learjet 40, 45, 70 and 75. The level of checking is specified in Appendix 3 Differences Tables.

## **11. PILOT CURRENCY**

There are no additional currency requirements for the Learjet 40, 45, 70, 75 other than those already specified in parts 61, 91 and 135.

**11.1 Differences Currency Between Related Aircraft.** Not applicable.

## **12. OPERATIONAL SUITABILITY**

The Learjet 40, 45, 70, 75 is operationally suitable for operations under parts 91, and 135. The list of operating rules evaluated is on file at the AEG Small Aircraft Branch.

## **13. MISCELLANEOUS**

**13.1 Forward Observer Seat.** Learjet 40, 45, 70, 75 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 § 135.75(b).

**13.2 Landing Minima Categories.** Reference 14 CFR part 97, § 97.3. The Learjet 40, 45, 70, 75 is considered Category “C” aircraft for the purposes of determining normal “straight-in” landing weather minima. The minimum indicated airspeed is  $V_{ref}$  for the selected flap position and the actual gross weight of the aircraft, plus any additional speed additives for the conditions during the approach, until aligned with the landing runway. If operating at a speed in excess of the upper limit of the speed range for the aircraft’s category, the minimums for the higher category must be used.

**13.3 Normal Landing Flaps.** The normal “final landing flap setting” per § 91.126(c) is “Flaps 40”.

## APPENDIX 1 DIFFERENCES LEGEND

### Training Differences Legend

Differences Level	Type	Training Method Examples	Conditions
A	Self-instruction	<ul style="list-style-type: none"> <li>• Operating manual revision (handout (HO))</li> <li>• Flightcrew operating bulletin (HO)</li> </ul>	<ul style="list-style-type: none"> <li>• Crew has already demonstrated understanding on base aircraft (e.g., updated version of engine).</li> <li>• Minor or no procedural changes required.</li> <li>• No safety impact if information is not reviewed or is forgotten (e.g., different engine vibration damping mount).</li> <li>• Once called to attention of crew, the difference is self-evident.</li> </ul>
B	Aided instruction	<ul style="list-style-type: none"> <li>• Audiovisual presentation (AV)</li> <li>• Tutorial computer-based instruction (TCBI)</li> <li>• Stand-up instruction (SU)</li> </ul>	<ul style="list-style-type: none"> <li>• Systems are functionally similar.</li> <li>• Crew understanding required.</li> <li>• Issues need emphasis.</li> <li>• Standard methods of presentation required.</li> </ul>
C	Systems Devices	<ul style="list-style-type: none"> <li>• Interactive (full-task) computer-based instruction (ICBI)</li> <li>• Cockpit Procedures Trainers (CPT)</li> <li>• Part task trainers (PTT)</li> <li>• Level 4 or 5 flight training device (FTD 4-5)</li> </ul>	<ul style="list-style-type: none"> <li>• Training can only be accomplished through systems training devices.</li> <li>• Training objectives focus on mastering individual systems, procedures, or tasks versus highly integrated flight operations or “real-time” operations.</li> <li>• Training devices are required to assure attainment or retention of crew skills to accomplish more complex tasks usually related to aircraft systems.</li> </ul>
D	Maneuvers Devices	<ul style="list-style-type: none"> <li>• Level 6 or 7 flight training device (FTD 6-7)</li> <li>• Level A or B full flight simulator (FFS A-B)</li> </ul>	<ul style="list-style-type: none"> <li>• Training can only be accomplished in flight maneuver devices in a real-time environment.</li> <li>• Training requires mastery of interrelated skills versus individual skills.</li> <li>• Motion, visual, control-loading, and specific environmental conditions may be required.</li> </ul>
E	Level C/D FFS or Aircraft	<ul style="list-style-type: none"> <li>• Level C or D full flight simulator (FFS C-D)</li> <li>• Aircraft (ACFT)</li> </ul>	<ul style="list-style-type: none"> <li>• Motion, visual, control-loading, audio, and specific environmental conditions are required.</li> <li>• Significant full-task differences that require a high fidelity environment.</li> <li>• Usually correlates with significant differences in handling qualities.</li> </ul>

### Checking Differences Legend

Differences Level	Checking Method Examples	Conditions
A	None	None
B	<ul style="list-style-type: none"> <li>• Oral or written exam</li> <li>• Tutorial computer-based instruction (TCBI) self-test</li> </ul>	<ul style="list-style-type: none"> <li>• Individual systems or related groups of systems.</li> </ul>
C	<ul style="list-style-type: none"> <li>• Interactive (full-task) computer-based instruction (ICBI)</li> <li>• Cockpit Procedures Trainers (CPT)</li> <li>• Part task trainers (PTT)</li> <li>• Level 4 or 5 flight training device (FTD 4-5)</li> </ul>	<ul style="list-style-type: none"> <li>• Checking can only be accomplished using systems devices.</li> <li>• Checking objectives focus on mastering individual systems, procedures, or tasks.</li> </ul>
D	<ul style="list-style-type: none"> <li>• Level 6 or 7 flight training device (FTD 6-7)</li> <li>• Level A or B full flight simulator (FFS A-B)</li> </ul>	<ul style="list-style-type: none"> <li>• Checking can only be accomplished in flight maneuver devices in a real-time environment.</li> <li>• Checking requires mastery of interrelated skills versus individual skills.</li> <li>• Motion, visual, control-loading, and specific environmental conditions may be required.</li> </ul>
E	<ul style="list-style-type: none"> <li>• Level C or D full flight simulator (FFS C-D)</li> <li>• Aircraft (ACFT)</li> </ul>	<ul style="list-style-type: none"> <li>• Significant full-task differences that require a high fidelity environment.</li> </ul>

## APPENDIX 2 MASTER DIFFERENCES REQUIREMENTS (MDR) TABLE

These are the minimum levels of training and checking required, derived from the highest level in the Differences Tables in Appendix 3. Differences levels are arranged as training/checking.

Related Aircraft ↓	Base Aircraft →	Learjet 45	Learjet 40	Learjet 75	Learjet 75 G5000 Phase III	Learjet 70	Learjet 70 G5000 Phase III
Learjet 45		Not applicable	A/A	C/C	C/C	C/C	C/C
Learjet 40		A/A	Not applicable	C/C	C/C	C/C	C/C
Learjet 75		C/C	C/C	Not applicable	B/B	A/A	B/B
Learjet 75 G5000 Phase III		C/C	C/C	B/B	Not applicable	B/B	A/A
Learjet 70		C/C	C/C	A/A	B/B	Not applicable	B/B
Learjet 70 G5000 Phase III		C/C	C/C	B/B	A/A	B/B	Not applicable

### APPENDIX 3 DIFFERENCES TABLES

This Design Differences table, from the Learjet 45 to the Learjet 40 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

FROM BASE AIRCRAFT: Learjet 45	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
TO RELATED AIRCRAFT: Learjet 40						
	Weights	Max Ramp Weight reduced to 21,250 lbs. Max Takeoff Weight reduced to 21,000 lbs. Maximum Zero Fuel Weight 16,000 lbs.	No	No	A	A
	Dimensions	Overall Length Reduced 23.55 inches.	No	No	A	A
	6 Dimensions and Areas	Fuselage length reduction requires new formulas for weight and balance (W&B).	No	No	A	A
	9 Towing and Taxiing	Fuselage length reduction results in smaller turning radius, no operational impact.	No	No	A	A
	11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity reduction.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	21 Air Conditioning	Removal of 2 gaspers. Reduction in length of main cabin condition air ducting. Reduction in length vacuum line (pressurization, outflow valve control). System operation not affected.	No	No	A	A
	23 Comm	Antenna relocation results in no change to system operation.	No	No	A	A
	27 Flight Controls	Reduced length control system cables. Control system operation not affected.	No	No	A	A
	28 Fuel	Fuel System difference limited to a reduction in Total Useable Quantity. No change to any other system aspect.	No	No	A	A
	29 Hydraulic Power	Reductions in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	A	A
	31 Indicating Recording Systems	CAS and CWP messages added for Cabin Altitude problem awareness. L R ECS CAS messages added for bleed air system failures.	No	No	A	A

FROM BASE AIRCRAFT: Learjet 45  TO RELATED AIRCRAFT: Learjet 40	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	32 Landing Gear	Shorter emergency landing gear cable, no change in system operation.	No	No	A	A
	33 Lights	Interior lights are LED-based, no operational impact.	No	No	A	A
	34 Navigation	EGPWS, Traffic Alert and Collision Avoidance System (TCAS) 2000 and Emergency Locator Transmitter (ELT) are installation standards, no operational differences from optional (Supplemental Type Certificate (STC)) installations.	No	No	A	A
	35 Oxygen	5 dual masks drop (was 6). Oxygen chart in Airplane Flight Manual (AFM) and Pilot's manual changed.	No	No	A	A
	52 Doors	Fuel quantity reduction relocated gravity fuel fill door, no operational impact.	No	No	A	A

This Maneuver Differences table, from the Learjet 45 to the Learjet 40 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 45</b>  <b>TO RELATED AIRCRAFT: Learjet 40</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes	No	No	A	A

This Design Differences table, from the Learjet 45 to the Learjet 75 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers. Learjet 45 to Learjet 75 G5000 Phase III differences are integrated into this table and identified in parenthesis.

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	Aircraft General	Flight Deck panel layout modified to integrate new Garmin 5000 avionics suite and to enhance aesthetics.	No	No	A	A
	Aircraft General	Relocated flight deck control panels.	No	No	A	A
	Aircraft General	Larger winglets	No	No	A	A
	Aircraft General	Passenger cabin upgraded.	No	No	A	A
	21 ECS	PRESSURIZATION panel resized and reconfigured. L & R BLEED, PACK, HI FLOW and EMERG PRESS switches moved to new PAX/OXY PRESS panel on pedestal. APU BLEED switch move to APU panel on pedestal.	No	Yes	A	A
	21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page controlled via Garmin Touch Controllers (GTC).	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	22 AFCS	Flight Guidance Controller (FGC) Panel replaced by Garmin Mode Controller (GMC).	No	Yes	C	C
	22 AFCS	Flight Director Modes same as Honeywell Primus 1000 suite except Flight Level Change (FLC) versus Speed.	No	Yes	B	B
	22 AFCS	New Flight Director Takeoff Mode (TO) displayed on Primary Flight Display (PFD).	No	Yes	A	A
	22 AFCS	New autopilot servos, yaw damper and rudder boost.	No	No	A	A
	22 AFCS	Flight Director button now engages as well as disengages flight director.	No	Yes	A	A
	22 AFCS	Garmin mode control panel has up/down wheel for pitch and speed reference.	No	Yes	A	A
	22 AFCS	Garmin mode control panel – ASEL knob now called ALT.	No	Yes	A	A
	22 AFCS	Autopilot engage/disengage logic differs.	No	Yes	A	A
	23 Comm	Communication and navigation radio functions selected and displayed at GTCs 1 and 2.	No	Yes	C	B

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	23 Comm	Audio panels functionality selected and displayed at GTCs 1 and 2.	No	Yes	C	B
	23 Comm	Active and standby communication frequency displayed on Pilot and Copilot DU1 and DU3 controlled by GTCs or GCU.	No	Yes	C	B
	23 Comm	Control panel removed for Clearance Delivery Head radio. New functionality provided by CLR DLY SW/IND and/or EMER COM SW/IND.	No	Yes	A	A
	23 Comm	ADS-C and Controller Pilot Data Link Communications (CPDLC) (VDL Mode 2) (future development).	No	No		
	23 Comm	Optional HF panel removed, functionality and control at GTCs 1 and 2.	No	Yes	B	A
	23 Comm	Optional SELCAL HF/VHF PRESS FOR TEST/RESET button removed. Controlled at GTCs 1 and 2.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	23 Comm	Passenger Address (PA) functionality and selection moved from audio panels to GTCs.	No	Yes	B	A
	23 Comm	Interphone/Intercom functionality moved from audio panels to GTCs and additional intercom with pass compartment.	No	Yes	B	A
	23 Comm	Transmit and receive selection moved from audio panels to GTCs accessed via GTC radio bars.	No	Yes	B	A
	23 Comm	Oxygen Mask Mic selection moved from audio panels to pilot and copilot switch panels and relabeled L OXY MIC and R OXY MIC.	No	Yes	A	A
	23 Comm	RADIO CTL HOT BUS SW/IND removed, functionality accomplished with the clearance delivery button.	No	Yes	A	A
	23 Comm	Optional SatCom handset removed. SatCom functionality controlled through GTCs 1 and 2.	No	Yes	A	A
	23 Comm	GTC recorder capable of recording and playback of clearances.	No	Yes	A	A
	23 Comm (Phase III)	Services/ACARS functionality.	No	No	B	B
	23 Comm (Phase III)	FANS 1/A+/CPDLC functionality.	No	No	B	B

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	23 Comm (Phase III)	VHF Comm Station Name.	No	No	A	A
	23 Comm (Phase III)	Keypad Iridium functionality.	No	No	A	A
	23 Comm (Phase III)	Flightstream 510.	No	No	A	A
	24 Electrics	ELECTRICAL panel moved from Pilot Switch Panel to pedestal.	No	No	A	A
	24 Electrics	EMER BATT SW/IND changed to latched toggle switch for STBY INSTR.	No	Yes	A	A
	24 Electrics	Larger 28 Amp-Hour lead acid emergency battery including 300W heater.	No	No	A	A
	24 Electrics	Emergency Bus load shedding/distribution.	No	Yes	B	A
	24 Electrics	CAB PWR SW/IND.	No	No	A	A
	24 Electrics	Electrical synoptic page accessed via GTCs and displayed on DU 2.	No	Yes	A	A
	25 Equipment and Furnishings	ELT with GPS. ELT switch located on pedestal.	No	No	A	A
	26 Fire	Engine and APU switches and panels located on pedestal.	No	No	A	A
	26 Fire	Crew Warning Panel/RMU indications removed.	No	No	A	A
	26 Fire	Fire test performed at GTCs versus rotary test switch.	No	Yes	B	A

FROM BASE AIRCRAFT: Learjet 45  TO RELATED AIRCRAFT: Learjet 75	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	27 Flight Controls	EICAS and Synoptic Indications of: <ul style="list-style-type: none"> <li>• Aileron trim;</li> <li>• Rudder trim;</li> <li>• Pitch trim;</li> <li>• Flaps; and</li> <li>• Spoilers.</li> </ul>	No	Yes	A	A
	27 Flight Controls	Pitch Disconnect handle moved and color changed.	No	No	A	A
	27 Flight Controls	SPLN RESET and FLAP RESET functionality moved to FLIGHT CONTROL panel on pedestal.	No	Yes	A	A
	27 Flight Controls	PIT TRIM BIAS switch moved to FLIGHT CONTROL panel on pedestal.	No	No	A	A
	27 Flight Controls	ELEV DISC handle relocated on pedestal.	No	No	A	A
	27 Flight Controls	RUD BOOST SW/IND located to FLIGHT CONTROL panel on pedestal.	No	No	A	A
	27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal.	No	Yes	B	A
	30 Ice and Rain	ANTI-ICE panel moved from center switch panel to pedestal.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	30 Ice and Rain	ANTI-ICE test moved from rotary switch to GTCs 1 and 2.	No	No	B	A
	31 Indicating/Recording	Three LCD Display Units installed with select key functionality on lower bezel surfaces.	No	Yes	C	B
	31 Indicating/Recording	Summary Page and all synoptics differ in presentation.	No	No	A	A
	31 Indicating/Recording	Electronic Flight Information System (EFIS) differs in presentation and functionality.	No	Yes	A	A
	31 Indicating/Recording	Engine Indicating Crew Alerting System (EICAS) differs in presentation and functionality.	No	Yes	B	A
	31 Indicating/Recording	Selectable Synthetic Vision System (SVS) on pilot and copilot DUs.	No	Yes	B	B
	31 Indicating/Recording	System synoptics changed in presentation.	No	Yes	A	A
	31 Indicating/Recording	Optional flight data recorder differs.  (future provision)	No	No		
	31 Indicating/Recording	Clock functions and indications differ.	No	Yes	A	A
	31 Indicating/Recording	Advisory AOA indication selectable at PFD.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	31 Indicating/Recording	Cockpit Voice Recorder (CVR) panel removed.	No	No	A	A
	31 Indicating/Recording	Garmin Stall Warning indications differ.	No	Yes	B	A
	31 Indicating/Recording	Stall Warning test moved to GTC 1 and 2 and indications during test differ.	No	Yes	B	A
	31 Indicating/Recording	New green bar indication on airspeed indicator represents approach reference speed.	No	Yes	A	A
	31 Indicating/Recording	No optional Runway Awareness Alerting System (RAAS). Safe Taxi and optional Enhanced Safe Taxi available.	No	No	A	A
	31 Indicating/Recording	Third party provided electronic checklist displayed on MFD and selected at touch screen controllers. Operator Responsibility (future provision).	No	No		
	31 Indicating/Recording	All DUs reversion controls on pilots and copilot's glareshield removed. Functionality now controlled by DU REVERSION/DIM panel on pedestal.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	31 Indicating/Recording	ADC and Attitude and Heading Reference System (AHRS) reversion knobs removed, functionally now controlled by DU softkeys.	No	Yes	B	A
	31 Indicating/Recording	Low Speed Awareness and Overspeed cues on PFDs color logic changed.	No	No	A	A
	31 Indicating/Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	A	A
	31 Indicating/Recording	VSI indication changed from an arc to a tape.	No	No	A	A
	31 Indicating/Recording	Electronic navigation chart display available.	No	Yes	B	A
	31 Indicating/Recording	FPA now FPM (Flight Path Marker). Speed carat indication removed.	No	Yes	A	A
	31 Indicating/Recording (Phase III)	GTC Home Screen/ Services and ATC Datalink options.	No	No	A	A
	31 Indicating/Recording (Phase III)	Utilities/ Minimums display & function.	No	No	B	A
	31 Indicating/Recording (Phase III)	VSPEEDS Annunciation.	No	No	A	A
	31 Indicating/Recording (Phase III)	Map Settings/Visual Reporting Points (VRP) indications.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	31 Indicating/Recording (Phase III)	Map Settings/Aviation Tab functions.	No	No	B	A
	31 Indicating/Recording (Phase III)	Avionics Settings/ display chart upon landing option.	No	No	A	A
	31 Indicating/Recording (Phase III)	Arrival to approach transition support.	No	No	A	A
	32 Landing Gear	GEAR/HYD panel moved from co-pilot switch panel to center switch panel.	No	No	A	A
	32 Landing Gear	Landing gear handle moved from GEAR/HYD panel to copilot switch panel.	No	No	A	A
	32 Landing Gear	Gear test moved from rotary switch to GTCs 1 and 2.	No	Yes	B	A
	32 Landing Gear	Landing gear position indications now EICAS indications.	No	No	A	A
	32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same.	No	No	A	A
	32 Landing Gear	Synoptic presentation of AUX HYD and HYD XFLOW indications.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	33 Lights	External and wing inspection light control; no smoking/belts; and EMER LTS switches moved from center switch panel to new overhead light switch panel.	No	Yes	A	A
	33 Lights	Dimming control panels on pedestal for GTCs, DUs, STBY INSTR and SW/IND.	No	No	A	A
	34 Navigation	PFD's Nav source, course and bearing pointers controlled by DU soft key selection.	No	Yes	C	C
	34 Navigation	Pilot's and copilot's Display Control panels replaced by DU softkeys and GTCs.	No	Yes	B	A
	34 Navigation	Garmin integrated AHRS system replaces Honeywell equipment.	No	Yes	A	A
	34 Navigation	Navigation radios controlled and displayed at GTCs.	No	Yes	B	A
	34 Navigation	Navigation active and standby frequencies displayed on PFDs.	No	No	A	A
	34 Navigation	ADC test removed, now a BIT test.	No	Yes	A	A

FROM BASE AIRCRAFT: Learjet 45  TO RELATED AIRCRAFT: Learjet 75	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	34 Navigation	Electronic Standby Instrument System (ESIS) installed Four standby indications: <ul style="list-style-type: none"> <li>• A/S;</li> <li>• ALT;</li> <li>• ATT; and</li> <li>• HDG.</li> </ul> ESIS capable of ILS guidance.	No	Yes	C	B
	34 Navigation	PFD's Nav Source and bearing pointers selected via DU softkeys. Course controlled via GMC.	No	Yes	B	A
	34 Navigation	Transponder automatic - ground or altitude.	No	No	A	A
	34 Navigation	Lightning detection standard equipment and controlled by GTCs 1 and 2	No	Yes	A	A
	34 Navigation	New weather radar selected at GTCs. No separate control panel.	No	Yes	B	A
	34 Navigation	FMS CDUs removed, functionality and control at GTCs 1 and 2.	No	Yes	C	C
	34 Navigation	PFD inset map available to display traffic and navigation map controlled by PFD softkeys.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	34 Navigation	FMS... GPS navigation source only, no other Global Navigation Satellite System (GNSS) constellations.	No	Yes	A	A
	34 Navigation	FMS.... WAAS/LPV standard equipment was optional on base aircraft. No EGNOS capability.	No	Yes	A	A
	34 Navigation	Reactive windshear.	No	Yes	B	A
	34 Navigation	MFD auto zoom.	No	Yes	A	A
	34 Navigation	MFD joystick removed, functionally available at GTCs.	No	Yes	A	A
	34 Navigation	Standard takeoff and landing (TOLD) database (future provision).	No	Yes	B	A
	34 Navigation	Nav to Nav transfer available for VOR/ILS approaches.	No	Yes	C	C
	34 Navigation	TCAS II Resolution Advisory (RA) indications differ.	No	No	A	A
	34 Navigation	Garmin's TAWS versus Honeywell's EGPWS.	No	Yes	A	A
	34 Navigation	GPWS panel removed. Functionality and selection now at GTCs.	No	Yes	B	A
	34 Navigation (Phase III)	Active Flight Plan/Controls and functionality.	No	No	B	B

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	34 Navigation (Phase III)	Active Flight Plan/Standby Flight Plan functionality.	No	No	B	B
	34 Navigation (Phase III)	Flight Path Angle Reference (FPAR) Cue controls.	No	No	B	B
	34 Navigation (Phase III)	Procedures (PROC)/Visual Flight Rules (VFR) approach functions.	No	No	B	B
	34 Navigation (Phase III)	Flight Plan/VNAV/FLC functionality and controls.	No	No	B	B
	34 Navigation (Phase III)	TOLD functions Landing Data functionality.	No	No	B	B
	34 Navigation (Phase III)	Transponder/Layout & controls.	No	No	B	B
	35 Oxygen	Oxygen quantity indications differ.	No	No	A	A
	35 Oxygen	PAX OXYGEN panel moved from copilot switch panel to pedestal and relabeled PAX OXY/PRESS.	No	No	A	A
	45 Central Maintenance System	Optional Wi-Fi. Iridium out.	No	No	A	A
	46 Information Systems	Electronic flight charts via subscription AOPA airport directory available.	No	Yes	B	A
	46 Information Systems	Graphical maps including geopolitical boundary, land mass and airspace boundaries.	No	Yes	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	46 Information Systems	XM weather available through subscription.	No	Yes	A	A
	46 Information Systems	International weather available through subscription (future provision).	No	Yes	A	A
	46 Information Systems	SD card slots installed on each DU to facilitate loading of data bases.	No	Yes	A	A
	46 Information Systems	CPDLC available (future provision).	No	Yes	B	A
	46 Information Systems (Phase III)	Map Settings/functionality and controls.	No	No	B	B
	46 Information Systems (Phase III)	Map Pointer Control/Touchpad pan/zoom.	No	No	A	A
	46 Information Systems (Phase III)	Weather Radar/ functionality and layout.	No	No	A	A
	49 APU	APU control panel relocated on pedestal and APU BLEED SW/IND relocated to APU panel.	No	No	A	A
	70 Powerplant	L and R Engine controls relocated on pedestal.	No	No	A	A
	70 Powerplant	TFE731-40-BR engine mod - Increased thrust.	No	No	A	A

This Maneuver Differences table, from the Learjet 45 to the Learjet 75 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 45</b>  <b>TO RELATED AIRCRAFT: Learjet 75</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes	No	No	A	A

This Design Differences table, from the Learjet 45 to the Learjet 70 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers. Learjet 45 to Learjet 70 G5000 Phase III differences are integrated into this table and identified in parenthesis.

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	Aircraft General	Flight Deck panel layout modified to integrate new Garmin 5000 avionics suite and to enhance aesthetics.	No	No	A	A
	Aircraft General	Relocated flight deck control panels.	No	No	A	A
	Aircraft General	Larger winglets	No	No	A	A
	Aircraft General	Passenger cabin updated.	No	No	A	A
	Aircraft General	Maximum Zero Fuel Weight reduced to 16,000 lbs.	No	No	A	A
	Aircraft General	Overall length reduced 23.55 inches.	No	No	A	A
	6 Dimensions and Areas	Fuselage length reduction requires new formulas for W&B.	No	No	A	A
	9 Towing and Taxiing	Fuselage length reduction results in smaller turning radius, no operational impact.	No	No	A	A
	11 Placards	Fuel Quantity placards (interior & exterior) change to reflect usable quantity reduction.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	21 Air Conditioning	Removal of 2 gaspers. Reduction in length of main cabin condition air ducting. Reduction in length vacuum line (pressurization, outflow valve control). System operation not affected.	No	No	A	A
	21 ECS	PRESSURIZATION panel resized and reconfigured. L & R BLEED, PACK, HI FLOW and EMERG PRESS switches moved to new PAX/OXY PRESS panel on pedestal. APU BLEED switch move to APU panel on pedestal.	No	Yes	A	A
	21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page controlled via GTCs.	No	No	A	A
	22 AFCS	FGC Panel replaced by GMC.	No	Yes	C	C
	22 AFCS	Flight Director Modes same as Honeywell Primus 1000 suite except FLC versus Speed.	No	Yes	B	B
	22 AFCS	New Flight Director TO displayed on PFD.	No	Yes	A	A
	22 AFCS	New autopilot servos, yaw damper and rudder boost.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	22 AFCS	Flight Director button now engages as well as disengages flight director.	No	Yes	A	A
	22 AFCS	Garmin mode control panel has up/down wheel for pitch and speed reference.	No	Yes	A	A
	22 AFCS	Garmin mode control panel – ASEL knob now called ALT.	No	Yes	A	A
	22 AFCS	Autopilot engage/disengage logic differs.	No	Yes	A	A
	22 AFCS	Antenna relocation results in no change to system operation.	No	No	A	A
	23 Comm	Communication and navigation radio functions selected and displayed at GTCs 1 and 2.	No	Yes	C	B
	23 Comm	Audio panels functionality selected and displayed at GTCs 1 and 2.	No	Yes	C	B
	23 Comm	Active and standby communication frequency displayed on Pilot and Copilot DU1 and DU3 controlled by GTCs or GCU.	No	Yes	C	B

FROM BASE AIRCRAFT: Learjet 45  TO RELATED AIRCRAFT: Learjet 70	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	23 Comm	Control panel removed for Clearance Delivery Head radio. New functionality provided by CLR DLY SW/IND and/or EMER COM SW/IND.	No	Yes	A	A
	23 Comm	ADS-C and CPDLC (VDL Mode 2) (future development).	No	No		
	23 Comm	Optional HF panel removed, functionality and control at GTCs 1 and 2.	No	Yes	B	A
	23 Comm	Optional SELCAL HF/VHF PRESS FOR TEST/RESET button removed. Controlled at GTCs 1 and 2.	No	Yes	B	A
	23 Comm	PA functionality and selection moved from audio panels to GTCs.	No	Yes	B	A
	23 Comm	Interphone/Intercom functionality moved from audio panels to GTCs and additional intercom with pass compartment.	No	Yes	B	A
	23 Comm	Transmit and receive selection moved from audio panels to GTCs accessed via GTC radio bars.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	23 Comm	Oxygen Mask Mic selection moved from audio panels to pilot and copilot switch panels and relabeled L OXY MIC and R OXY MIC.	No	Yes	A	A
	23 Comm	RADIO CTL HOT BUS SW/IND removed, functionality accomplished with the clearance delivery button.	No	Yes	A	A
	23 Comm	Optional SatCom handset removed. SatCom functionality controlled through GTCs 1 and 2.	No	Yes	A	A
	23 Comm	GTC recorder capable of recording and playback of clearances.	No	Yes	A	A
	23 Comm (Phase III)	Services/ACARS functionality.	No	No	B	B
	23 Comm (Phase III)	FANS 1/A+/CPDLC functionality.	No	No	B	B
	23 Comm (Phase III)	VHF Comm Station Name.	No	No	A	A
	23 Comm (Phase III)	Keypad Iridium functionality.	No	No	A	A
	23 Comm (Phase III)	Flightstream 510.	No	No	A	A
	24 Electrics	ELECTRICAL panel moved from Pilot Switch Panel to pedestal.	No	No	A	A
	24 Electrics	EMER BATT SW/IND changed to latched toggle switch for STBY INSTR.	No	Yes	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	24 Electrics	Larger 28 Amp-Hour lead acid emergency battery including 300W heater.	No	No	A	A
	24 Electrics	Emergency Bus load shedding/distribution.	No	Yes	B	A
	24 Electrics	CAB PWR SW/IND.	No	No	A	A
	24 Electrics	Electrical synoptic page accessed via GTCs and displayed on DU 2.	No	Yes	A	A
	25 Equipment and Furnishings	ELT with GPS. ELT switch located on pedestal.	No	No	A	A
	26 Fire	Engine and APU switches and panels located on pedestal.	No	No	A	A
	26 Fire	Crew Warning Panel/RMU indications removed.	No	No	A	A
	26 Fire	Fire test performed at GTCs versus rotary test switch.	No	Yes	B	A
	27 Flight Controls	Reduced length control system cables. Control system operation not affected.	No	No	A	A
	27 Flight Controls	EICAS and Synoptic Indications of: aileron trim; rudder trim; pitch trim; flaps; and, spoilers.	No	Yes	A	A
	27 Flight Controls	Pitch Disconnect handle moved and color changed.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	27 Flight Controls	SPLN RESET and FLAP RESET functionality moved to FLIGHT CONTROL panel on pedestal.	No	Yes	A	A
	27 Flight Controls	PIT TRIM BIAS switch moved to FLIGHT CONTROL panel on pedestal.	No	No	A	A
	27 Flight Controls	ELEV DISC handle relocated on pedestal.	No	No	A	A
	27 Flight Controls	RUD BOOST SW/IND located to FLIGHT CONTROL panel on pedestal.	No	No	A	A
	27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal.	No	Yes	B	A
	28 Fuel	Fuel System difference limited to a reduction in Total Useable Quantity. No change to any other system aspect.	No	No	A	A
	29 Hydraulic Power	Reductions in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	A	A
	30 Ice and Rain	ANTI-ICE panel moved from center switch panel to pedestal.	No	No	A	A
	30 Ice and Rain	ANTI-ICE test moved from rotary switch to GTCs 1 and 2.	No	No	B	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	31 Indicating/Recording	Three LCD Display Units installed with select key functionality on lower bezel surfaces.	No	Yes	C	B
	31 Indicating/Recording	Summary Page and all synoptics differ in presentation.	No	No	A	A
	31 Indicating/Recording	EFIS differs in presentation and functionality.	No	Yes	A	A
	31 Indicating/Recording	EICAS differs in presentation and functionality.	No	Yes	B	A
	31 Indicating/Recording	Selectable SVS on pilot and copilot DUs.	No	Yes	B	B
	31 Indicating/Recording	System synoptics changed in presentation.	No	Yes	A	A
	31 Indicating/Recording	Optional flight data recorder differs (future provision).	No	No		
	31 Indicating/Recording	Clock functions and indications differ.	No	Yes	A	A
	31 Indicating/Recording	Advisory AOA indication selectable at PFD.	No	No	A	A
	31 Indicating/Recording	CVR panel removed.	No	No	A	A
	31 Indicating/Recording	Garmin Stall Warning indications differ.	No	Yes	B	A
	31 Indicating/Recording	Stall Warning test moved to GTCs 1 and 2 and indications during test differ.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	31 Indicating/Recording	New green bar indication on airspeed indicator represents approach reference speed.	No	Yes	A	A
	31 Indicating/Recording	No optional RAAS.  Safe Taxi and optional Enhanced Safe Taxi available.	No	No	A	A
	31 Indicating/Recording	Third party provided electronic checklist displayed on MFD and selected at touch screen controllers. Operator Responsibility (future provision).	No	No		
	31 Indicating/Recording	All DUs reversion controls on pilots and copilot's glareshield removed. Functionality now controlled by DU REVERSION/DIM panel on pedestal.	No	Yes	B	A
	31 Indicating/Recording	ADC and AHRS reversion knobs removed, functionally now controlled by DU softkeys.	No	Yes	B	A
	31 Indicating/Recording	Low Speed Awareness and Overspeed cues on PFDs color logic changed.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	31 Indicating/Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	A	A
	31 Indicating/Recording	VSI indication changed from an arc to a tape.	No	No	A	A
	31 Indicating/Recording	Electronic navigation chart display available.	No	Yes	B	A
	31 Indicating/Recording	FPA now FPM. Speed carat indication removed.	No	Yes	A	A
	32 Landing Gear	Shorter emergency landing gear cable, no change in system operation.	No	No	A	A
	31 Indicating/Recording (Phase III)	GTC Home Screen/Services and ATC Datalink options.	No	No	A	A
	31 Indicating/Recording (Phase III)	Utilities/Minimums display & function.	No	No	B	B
	31 Indicating/Recording (Phase III)	VSPEEDS Annunciation.	No	No	A	A
	31 Indicating/Recording (Phase III)	Map Settings/VRP indications.	No	No	A	A
	31 Indicating/Recording (Phase III)	Map Settings/Aviation Tab functions.	No	No	B	B
	31 Indicating/Recording (Phase III)	Avionics Settings/display chart upon landing option.	No	No	A	A
	31 Indicating/Recording (Phase III)	Arrival to approach transition support.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	32 Landing Gear	GEAR/HYD panel moved from co-pilot switch panel to center switch panel.	No	No	A	A
	32 Landing Gear	Landing gear handle moved from GEAR/HYD panel to copilot switch panel.	No	No	A	A
	32 Landing Gear	Gear test moved from rotary switch to GTCs 1 and 2.	No	Yes	B	A
	32 Landing Gear	Landing gear position indications now EICAS indications.	No	No	A	A
	32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same.	No	No	A	A
	32 Landing Gear	Synoptic presentation of AUX HYD and HYD XFLOW indications.	No	No	A	A
	33 Lights	External and wing inspection light control; no smoking/belts; and EMER LTS switches moved from center switch panel to new overhead light switch panel.	No	Yes	A	A
	33 Lights	Dimming control panels on pedestal for GTCs, DUs, STBY INSTR and SW/IND.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	34 Navigation	PFD's Nav source, course and bearing pointers controlled by DU soft key selection.	No	Yes	C	C
	34 Navigation	Pilot's and copilot's Display Control panels replaced by DU softkeys and GTCs.	No	Yes	B	A
	34 Navigation	Garmin integrated AHRS system replaces Honeywell equipment.	No	Yes	A	A
	34 Navigation	Navigation radios controlled and displayed at GTCs.	No	Yes	B	A
	34 Navigation	Navigation active and standby frequencies displayed on PFDs.	No	No	A	A
	34 Navigation	ADC test removed, now a BIT test.	No	Yes	A	A
	34 Navigation	Electronic Standby Instrument System installed (ESIS) Four standby indications: A/S; ALT; ATT; and HDG. ESIS capable of ILS guidance.	No	Yes	C	B
	34 Navigation	PFD's Nav Source and bearing pointers selected via DU softkeys. Course controlled via GMC.	No	Yes	B	A
	34 Navigation	Transponder automatic - ground or altitude.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	34 Navigation	Lightning detection standard equipment and controlled by GTCs 1 and 2.	No	Yes	A	A
	34 Navigation	New weather radar selected at GTCs. No separate control panel.	No	Yes	B	A
	34 Navigation	FMS CDUs removed, functionality and control at GTCs 1 and 2.	No	Yes	C	C
	34 Navigation	PFD inset map available to display traffic and navigation map controlled by PFD softkeys.	No	Yes	B	A
	34 Navigation	FMS... GPS navigation source only, no other GNSS constellations.	No	Yes	A	A
	34 Navigation	FMS.... WAAS/LPV standard equipment was optional on base aircraft. No EGNOS capability.	No	Yes	A	A
	34 Navigation	Reactive windshear.	No	Yes	B	A
	34 Navigation	MFD auto zoom.	No	Yes	A	A
	34 Navigation	MFD joystick removed, functionally available at GTCs.	No	Yes	A	A
	34 Navigation	Standard TOLD database (future provision).	No	Yes	B	A
	34 Navigation	Nav to Nav transfer available for VOR/ILS approaches.	No	Yes	C	C
	34 Navigation	TCAS II RA indications differ.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	34 Navigation	Garmin's TAWS versus Honeywell's EGPWS.	No	Yes	A	A
	34 Navigation	GPWS panel removed. Functionality and selection now at GTCs.	No	Yes	B	A
	34 Navigation (Phase III)	Active Flight Plan/Controls and functionality.	No	No	B	B
	34 Navigation (Phase III)	Active Flight Plan/Standby Flight Plan functionality.	No	No	B	B
	34 Navigation (Phase III)	FPAR Cue controls.	No	No	B	B
	34 Navigation (Phase III)	PROC/VFR approach functions.	No	No	B	B
	34 Navigation (Phase III)	Flight Plan/VNAV/FLC functionality and controls.	No	No	B	B
	34 Navigation (Phase III)	TOLD functions Landing Data functionality.	No	No	B	B
	34 Navigation (Phase III)	Transponder/Layout & controls.	No	No	B	B
	35 Oxygen	5 dual masks drop (was 6). Oxygen chart in AFM and Pilot's manual changed.	No	No	A	A
	35 Oxygen	Oxygen quantity indications differ.	No	No	A	A
	35 Oxygen	PAX OXYGEN panel moved from copilot switch panel to pedestal and relabeled PAX OXY/PRESS.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	45 Central Maintenance System	Optional Wi-Fi. Iridium out.	No	No	A	A
	46 Information Systems	Electronic flight charts via subscription.  AOPA airport directory available.	No	Yes	B	A
	46 Information Systems	Graphical maps including geopolitical boundary, land mass and airspace boundaries.	No	Yes	A	A
	46 Information Systems	XM weather available through subscription.	No	Yes	A	A
	46 Information Systems	International weather available through subscription (future provision).	No	Yes	A	A
	46 Information Systems	SD card slots installed on each DU to facilitate loading of databases.	No	Yes	A	A
	46 Information Systems	CPDLC available (future provision).	No	Yes	B	A
	46 Information Systems (Phase III)	Map Settings/functionality and controls.	No	No	B	B
	46 Information Systems (Phase III)	Map Pointer Control/Touchpad pan/zoom.	No	No	A	A
	46 Information Systems (Phase III)	Weather Radar/functionality and layout.	No	No	A	A

FROM BASE AIRCRAFT: Learjet 45  TO RELATED AIRCRAFT: Learjet 70	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	49 APU	APU control panel relocated on pedestal and APU BLEED SW/IND relocated to APU panel.	No	No	A	A
	52 Doors	Quantity reduction relocated gravity fuel fill door, no operational impact.	No	No	A	A
	70 Powerplant	L and R Engine controls relocated on pedestal.	No	No	A	A
	70 Powerplant	TFE731-40-BR engine mod - Increased thrust.	No	No	A	A

This Maneuver Differences table, from the Learjet 45 to the Learjet 70 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 45</b>  <b>TO RELATED AIRCRAFT: Learjet 70</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes	No	No	A	A

This Design Differences table, from the Learjet 40 to the Learjet 45 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	Weights	Max Ramp Weight increased to 21,750 lbs. Max Takeoff Weight increased to 21,500 lbs. Maximum Zero Fuel Weight increased to 16,500 lbs.	No	No	A	A
	Dimensions	Overall Length increased 23.55 inches.	No	No	A	A
	6 Dimensions and Areas	Fuselage length increased requires new formulas for W&B.	No	No	A	A
	9 Towing and Taxiing	Fuselage length increase results in bigger turning radius, no operational impact.	No	No	A	A
	11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity increase.	No	No	A	A
	21 Air Conditioning	Addition of 2 gaspers. Increase in length of main cabin condition air ducting. Increase in length vacuum line (pressurization, outflow valve control). System operation not affected.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	23 Communications	Antenna relocation results in no change to system operation.	No	No	A	A
	27 Flight Controls	Increased length control system cables. Control system operation not affected.	No	No	A	A
	28 Fuel	Fuel System difference limited to an increase in Total Useable Quantity. No change to any other system aspect.	No	No	A	A
	29 Hydraulic Power	Increase in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	A	A
	31 Indicating Recording Systems	CAS and CWP messages added for Cabin Altitude problem awareness. L R ECS CAS messages added for bleed air system failures.	No	No	A	A
	32 Landing Gear	Longer emergency landing gear cable, no change in system operation.	No	No	A	A
	34 Navigation	EGPWS, TCAS 2000 and ELT are installation standards, no operational differences from optional (STC) installations.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>  <b>TO RELATED AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	35 Oxygen	6 dual masks drop (was 5) Oxygen chart in AFM and Pilot's manual changed.	No	No	A	A
	52 Doors	Fuel quantity increase relocated gravity fuel fill door, no operational impact.	No	No	A	A

This Maneuver Differences table, from the Learjet 40 to the Learjet 45 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 40</b>  <b>TO RELATED AIRCRAFT: Learjet 45</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes.	No	No	A	A

This Design Differences table, from the Learjet 40 to the Learjet 75 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers. Learjet 40 to Learjet 75 G5000 Phase III differences are integrated into this table and identified in parenthesis.

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	Aircraft General	Flight Deck panel layout modified to integrate new Garmin 5000 avionics suite and to enhance aesthetics.	No	No	A	A
	Aircraft General	Relocated flight deck control panels.	No	No	A	A
	Aircraft General	Larger winglets	No	No	A	A
	Aircraft General	Passenger cabin upgraded.	No	No	A	A
	Weights	Max Ramp Weight increased to 21,750 lbs. Max Takeoff Weight increased to 21,500 lbs. Maximum Zero Fuel Weight 16,000 lbs.	No	No	A	A
	Dimensions	Overall Length increased 23.55 inches.	No	No	A	A
	6 Dimensions and Areas	Fuselage length increased requires new formulas for W&B.	No	No	A	A
	9 Towing and taxiing	Fuselage length increase results in bigger turning radius, no operational impact.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity increase.	No	No	A	A
	21 Air Conditioning	Addition of 2 gaspers. Increase in length of main cabin condition air ducting. Increase in length vacuum line (pressurization, outflow valve control). System operation not affected.	No	No	A	A
	21 ECS	PRESSURIZATION panel resized and reconfigured. L & R BLEED, PACK, HI FLOW and EMERG PRESS switches moved to new PAX/OXY PRESS panel on pedestal. APU BLEED switch move to APU panel on pedestal.	No	Yes	A	A
	21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page controlled via GTCs.	No	No	A	A
	22 AFCS	FGC Panel replaced by GMC.	No	Yes	C	C
	22 AFCS	Flight Director Modes same as Honeywell Primus 1000 suite except FLC versus Speed.	No	Yes	B	B

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	22 AFCS	New Flight Director TO displayed on PFD.	No	Yes	A	A
	22 AFCS	New autopilot servos, yaw damper and rudder boost.	No	No	A	A
	22 AFCS	Flight Director button now engages as well as disengages flight director.	No	Yes	A	A
	22 AFCS	Garmin mode control panel has up/down wheel for pitch and speed reference.	No	Yes	A	A
	22 AFCS	Garmin mode control panel – ASEL knob now called ALT.	No	Yes	A	A
	22 AFCS	Autopilot engage/disengage logic differs.	No	Yes	A	A
	23 Comm	Antenna relocation results in no change to system operation.	No	No	A	A
	23 Comm	Communication and navigation radio functions selected and displayed at GTCs 1 and 2.	No	Yes	C	C
	23 Comm	Audio panels functionality selected and displayed at GTCs 1 and 2.	No	Yes	C	C
	23 Comm	Active and standby communication frequency displayed on Pilot and Copilot DU1 and DU3 controlled by GTCs or GCU.	No	Yes	C	B

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	23 Comm	Control panel removed for Clearance Delivery Head radio. New functionality provided by CLR DLY SW/IND and/or EMER COM SW/IND.	No	Yes	A	A
	23 Comm	ADS-C and CPDLC (VDL Mode 2) (future development).	No	No		
	23 Comm	Optional HF panel removed, functionality and control at GTCs 1 and 2.	No	Yes	B	A
	23 Comm	Optional SELCAL HF/VHF PRESS FOR TEST/RESET button removed. Controlled at GTCs 1 and GTC 2.	No	Yes	B	A
	23 Comm	PA functionality and selection moved from audio panels to GTCs.	No	Yes	B	A
	23 Comm	Interphone/Intercom functionality moved from audio panels to GTCs and additional intercom with pass compartment.	No	Yes	B	A
	23 Comm	Transmit and receive selection moved from audio panels to GTCs accessed via GTC radio bars.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	23 Comm	Oxygen Mask Mic selection moved from audio panels to pilot and copilot switch panels and relabeled L OXY MIC and R OXY MIC.	No	Yes	A	A
	23 Comm	RADIO CTL HOT BUS SW/IND removed, functionality accomplished with the clearance delivery button.	No	Yes	A	A
	23 Comm	Optional SatCom handset removed. SatCom functionality controlled through GTCs 1 and 2.	No	Yes	A	A
	23 Comm	GTC recorder capable of recording and playback of clearances.	No	Yes	A	A
	23 Comm (Phase III)	Services/ACARS functionality.	No	No	B	B
	23 Comm (Phase III)	FANS 1/A+/CPDLC functionality.	No	No	B	B
	23 Comm (Phase III)	VHF Comm Station Name.	No	No	A	A
	23 Comm (Phase III)	Keypad Iridium functionality.	No	No	A	A
	23 Comm (Phase III)	Flightstream 510.	No	No	A	A
	24 Electrics	ELECTRICAL panel moved from Pilot Switch Panel to pedestal.	No	No	A	A
	24 Electrics	EMER BATT SW/IND changed to latched toggle switch for STBY INSTR.	No	Yes	A	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	24 Electrics	Larger 28 Amp-Hour lead acid emergency battery including 300W heater.	No	No	A	A
	24 Electrics	Emergency Bus load shedding/distribution.	No	Yes	B	A
	24 Electrics	CAB PWR SW/IND.	No	No	A	A
	24 Electrics	Electrical synoptic page accessed via GTCs and displayed on DU 2.	No	Yes	A	A
	25 Equipment and Furnishings	ELT with GPS. ELT switch located on pedestal.	No	No	A	A
	26 Fire	Engine and APU switches and panels located on pedestal.	No	No	A	A
	26 Fire	Crew Warning Panel/RMU indications removed.	No	No	A	A
	26 Fire	Fire test performed at GTCs versus rotary test switch.	No	Yes	B	A
	27 Flight Controls	Increased length control system cables. Control system operation not affected.	No	No	A	A
	27 Flight Controls	EICAS and Synoptic Indications of: aileron trim; rudder trim; pitch trim; flaps; and, spoilers.	No	Yes	A	A
	27 Flight Controls	Pitch Disconnect handle moved and color changed.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	27 Flight Controls	SPLN RESET and FLAP RESET functionality moved to FLIGHT CONTROL panel on pedestal.	No	Yes	A	A
	27 Flight Controls	PIT TRIM BIAS switch moved to FLIGHT CONTROL panel on pedestal.	No	No	A	A
	27 Flight Controls	ELEV DISC handle relocated on pedestal.	No	No	A	A
	27 Flight Controls	RUD BOOST SW/IND located to FLIGHT CONTROL panel on pedestal.	No	No	A	A
	27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal.	No	Yes	B	A
	28 Fuel	Fuel System difference limited to an increase in Total Useable Quantity. No change to any other system aspect.	No	No	A	A
	29 Hydraulic Power	Increase in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	A	A
	30 Ice and Rain	ANTI-ICE panel moved from center switch panel to pedestal.	No	No	A	A
	30 Ice and Rain	ANTI-ICE test moved from rotary switch to GTCs 1 and 2.	No	No	B	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	31 Indicating/Recording	Three LCD Display Units installed with select key functionality on lower bezel surfaces.	No	Yes	C	B
	31 Indicating/Recording	Summary Page and all synoptics differ in presentation.	No	No	A	A
	31 Indicating/Recording	EFIS differs in presentation and functionality.	No	Yes	A	A
	31 Indicating/Recording	EICAS differs in presentation and functionality.	No	Yes	B	A
	31 Indicating/Recording	Selectable SVS on pilot and copilot DUs.	No	Yes	B	B
	31 Indicating/Recording	System synoptics changed in presentation	No	Yes	A	A
	31 Indicating/Recording	Optional flight data recorder differs (future provision).	No	No		
	31 Indicating/Recording	Clock functions and indications differ.	No	Yes	A	A
	31 Indicating/Recording	Advisory AOA indication selectable at PFD.	No	No	A	A
	31 Indicating/Recording	CVR panel removed.	No	No	A	A
	31 Indicating/Recording	Garmin Stall Warning indications differ.	No	Yes	B	A
	31 Indicating/Recording	Stall Warning test moved to GTCs 1 and 2 and indications during test differ.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	31 Indicating/Recording	New green bar indication on airspeed indicator represents approach reference speed.	No	Yes	A	A
	31 Indicating/Recording	No optional RAAS. Safe Taxi and optional Enhanced Safe Taxi available.	No	No	A	A
	31 Indicating/Recording	Third party provided electronic checklist displayed on MFD and selected at touch screen controllers. Operator Responsibility (future provision).	No	No		
	31 Indicating/Recording	All DUs reversion controls on pilots and copilot's glareshield removed. Functionality now controlled by DU REVERSION/DIM panel on pedestal.	No	Yes	B	A
	31 Indicating/Recording	ADC and AHRS reversion knobs removed, functionally now controlled by DU softkeys.	No	Yes	B	A
	31 Indicating/Recording	Low Speed Awareness and Overspeed cues on PFDs color logic changed.	No	No	A	A
	31 Indicating/Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	31 Indicating/Recording	VSI indication changed from an arc to a tape.	No	No	A	A
	31 Indicating/Recording	Electronic navigation chart display available.	No	Yes	B	A
	31 Indicating/Recording	FPA now FPM. Speed carat indication removed.	No	Yes	A	A
	31 Indicating/Recording (Phase III)	GTC Home Screen/Services and ATC Datalink options.	No	No	A	A
	31 Indicating/Recording (Phase III)	Utilities/Minimums display & function.	No	No	B	B
	31 Indicating/Recording (Phase III)	VSPEEDS Annunciation.	No	No	A	A
	31 Indicating/Recording (Phase III)	Map Settings/VRP indications.	No	No	A	A
	31 Indicating/Recording (Phase III)	Map Settings/Aviation Tab functions.	No	No	B	B
	31 Indicating/Recording (Phase III)	Avionics Settings/display chart upon landing option.	No	No	A	A
	31 Indicating/Recording (Phase III)	Arrival to approach transition support.	No	No	A	A
	32 Landing Gear	Longer emergency landing gear cable, no change in system operation.	No	No	A	A
	32 Landing Gear	GEAR/HYD panel moved from co-pilot switch panel to center switch panel.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	32 Landing Gear	Landing gear handle moved from GEAR/HYD panel to copilot switch panel.	No	No	A	A
	32 Landing Gear	Gear test moved from rotary switch to GTCs 1 and 2.	No	Yes	B	A
	32 Landing Gear	Landing gear position indications now EICAS indications.	No	No	A	A
	32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same.	No	No	A	A
	32 Landing Gear	Synoptic presentation of AUX HYD and HYD XFLOW indications.	No	No	A	A
	33 Lights	External and wing inspection light control; no smoking/belts; and EMER LTS switches moved from center switch panel to new overhead light switch panel.	No	Yes	A	A
	33 Lights	Dimming control panels on pedestal for GTCs, DUs, STBY INSTR and SW/IND.	No	No	A	A
	34 Navigation	PFD's Nav source, course and bearing pointers controlled by DU soft key selection.	No	Yes	C	C

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	34 Navigation	Pilot's and copilot's Display Control panels replaced by DU softkeys and GTCs.	No	Yes	B	A
	34 Navigation	Garmin integrated AHRS system replaces Honeywell equipment.	No	Yes	A	A
	34 Navigation	Navigation radios controlled and displayed at GTCs.	No	Yes	B	A
	34 Navigation	Navigation active and standby frequencies displayed on PFDs.	No	No	A	A
	34 Navigation	ADC test removed, now a BIT test.	No	Yes	A	A
	34 Navigation	Electronic Standby Instrument System installed (ESIS) Four standby indications: A/S; ALT; ATT; and HDG. ESIS capable of ILS guidance.	No	Yes	C	B
	34 Navigation	PFD's Nav Source and bearing pointers selected via DU softkeys. Course controlled via GMC.	No	Yes	B	A
	34 Navigation	Transponder automatic - ground or altitude.	No	No	A	A
	34 Navigation	Lightning detection standard equipment and controlled by GTCs 1 and 2.	No	Yes	A	A
	34 Navigation	New weather radar selected at GTCs. No separate control panel.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	34 Navigation	FMS CDUs removed, functionality and control at GTCs 1 and 2.	No	Yes	C	C
	34 Navigation	PFD inset map available to display traffic and navigation map controlled by PFD softkeys.	No	Yes	B	A
	34 Navigation	FMS... GPS navigation source only, no other GNSS constellations.	No	Yes	A	A
	34 Navigation	FMS.... WAAS/LPV standard equipment was optional on base aircraft. No EGNOS capability.	No	Yes	A	A
	34 Navigation	Reactive windshear.	No	Yes	B	A
	34 Navigation	MFD auto zoom.	No	Yes	A	A
	34 Navigation	MFD joystick removed, functionally available at GTCs.	No	Yes	A	A
	34 Navigation	Standard TOLD database (future provision).	No	Yes	B	A
	34 Navigation	Nav to Nav transfer available for VOR/ILS approaches.	No	Yes	C	C
	34 Navigation	TCAS II RA indications differ.	No	No	A	A
	34 Navigation	Garmin's TAWS versus Honeywell's EGPWS.	No	Yes	A	A
	34 Navigation	GPWS panel removed. Functionality and selection now at GTCs.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	34 Navigation (Phase III)	Active Flight Plan/Controls and functionality.	No	No	B	B
	34 Navigation (Phase III)	Active Flight Plan/Standby Flight Plan functionality.	No	No	B	B
	34 Navigation (Phase III)	FPAR Cue controls.	No	No	B	B
	34 Navigation (Phase III)	PROC/VFR approach functions.	No	No	B	B
	34 Navigation (Phase III)	Flight Plan/VNAV/FLC functionality and controls.	No	No	B	B
	34 Navigation (Phase III)	TOLD functions Landing Data functionality.	No	No	B	B
	34 Navigation (Phase III)	Transponder/Layout & controls.	No	No	B	B
	35 Oxygen	6 dual masks drop (was 5) Oxygen chart in AFM and Pilot's manual changed.	No	No	A	A
	35 Oxygen	Oxygen quantity indications differ.	No	No	A	A
	35 Oxygen	PAX OXYGEN panel moved from copilot switch panel to pedestal and relabeled PAX OXY/PRESS.	No	No	A	A
	45 Central Maintenance System	Optional Wi-Fi.  Iridium out.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	46 Information Systems	Electronic flight charts via subscription.  AOPA airport directory available.	No	Yes	B	A
	46 Information Systems	Graphical maps including geopolitical boundary, land mass and airspace boundaries.	No	Yes	A	A
	46 Information Systems	XM weather available through subscription.	No	Yes	A	A
	46 Information Systems	International weather available through subscription (future provision).	No	Yes	A	A
	46 Information Systems	SD card slots installed on each DU to facilitate loading of databases.	No	Yes	A	A
	46 Information Systems	CPDLC available (future provision).	No	Yes	B	A
	46 Information Systems (Phase III)	Map Settings/functionality and controls.	No	No	B	B
	46 Information Systems (Phase III)	Map Pointer Control/Touchpad pan/zoom.	No	No	A	A
	46 Information Systems (Phase III)	Weather Radar/functionality and layout.	No	No	A	A
	49 APU	APU control panel relocated on pedestal and APU BLEED SW/IND relocated to APU panel.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>  <b>TO RELATED AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	70 Powerplant	L and R Engine controls relocated on pedestal.	No	No	A	A
	70 Powerplant	TFE731-40-BR engine mod -Increased thrust.	No	No	A	A

This Maneuver Differences table, from the Learjet 40 to the Learjet 75 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 40</b>  <b>TO RELATED AIRCRAFT: Learjet 75</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes	No	No	A	A

This Design Differences table, from the Learjet 40 to the Learjet 70 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers. Learjet 40 to Learjet 70 G5000 Phase III differences are integrated into this table and identified in parenthesis.

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	Aircraft General	Flight Deck panel layout modified to integrate new Garmin 5000 avionics suite and to enhance aesthetics.	No	No	A	A
	Aircraft General	Relocated flight deck control panels.	No	No	A	A
	Aircraft General	Larger winglets.	No	No	A	A
	Aircraft General	Passenger cabin updated.	No	No	A	A
	Aircraft General	Max Ramp Weight increased to 21,750 lbs. Max Takeoff Weight increased to 21,500 lbs.	No	No	A	A
	21 ECS	PRESSURIZATION panel resized and reconfigured. L & R BLEED, PACK, HI FLOW and EMERG PRESS switches moved to new PAX/OXY PRESS panel on pedestal. APU BLEED switch move to APU panel on pedestal.	No	Yes	A	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page controlled via GTCs.	No	No	A	A
	22 AFCS	FGC Panel replaced by GMC.	No	Yes	C	C
	22 AFCS	Flight Director Modes same as Honeywell Primus 1000 suite except FLC versus Speed.	No	Yes	B	B
	22 AFCS	New Flight Director TO displayed on PFD.	No	Yes	A	A
	22 AFCS	New autopilot servos, yaw damper and rudder boost.	No	No	A	A
	22 AFCS	Flight Director button now engages as well as disengages flight director.	No	Yes	A	A
	22 AFCS	Garmin mode control panel has up/down wheel for pitch and speed reference.	No	Yes	A	A
	22 AFCS	Garmin mode control panel – ASEL knob now called ALT.	No	Yes	A	A
	22 AFCS	Autopilot engage/disengage logic differs.	No	Yes	A	A
	23 Comm	Communication and navigation radio functions selected and displayed at GTCs 1 and 2.	No	Yes	C	C

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	23 Comm	Audio panels functionality selected and displayed at GTCs 1 and 2.	No	Yes	C	B
	23 Comm	Active and standby communication frequency displayed on Pilot and Copilot DU1 and DU3 controlled by GTCs or GCU.	No	Yes	C	B
	23 Comm	Control panel removed for Clearance Delivery Head radio. New functionality provided by CLR DLY SW/IND and/or EMER COM SW/IND.	No	Yes	A	A
	23 Comm	ADS-C and CPDLC (VDL Mode 2) (future development).	No	No		
	23 Comm	Optional HF panel removed, functionality and control at GTCs 1 and 2.	No	Yes	B	A
	23 Comm	Optional SELCAL HF/VHF PRESS FOR TEST/RESET button removed. Controlled at GTC 1 and GTC 2.	No	Yes	B	A
	23 Comm	PA functionality and selection moved from audio panels to GTCs.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	23 Comm	Interphone/Intercom functionality moved from audio panels to GTCs and additional intercom with pass compartment.	No	Yes	B	A
	23 Comm	Transmit and receive selection moved from audio panels to GTCs accessed via GTC radio bars.	No	Yes	B	A
	23 Comm	Oxygen Mask Mic selection moved from audio panels to pilot and copilot switch panels and relabeled L OXY MIC and R OXY MIC.	No	Yes	A	A
	23 Comm	RADIO CTL HOT BUS SW/IND removed, functionality accomplished with the clearance delivery button.	No	Yes	A	A
	23 Comm	Optional SatCom handset removed. SatCom functionality controlled through GTC 1 and 2.	No	Yes	A	A
	23 Comm	GTC recorder capable of recording and playback of clearances.	No	Yes	A	A
	23 Comm (Phase III)	Services/ACARS functionality.	No	No	B	A
	23 Comm (Phase III)	FANS 1/A+/CPDLC functionality.	No	No	B	A
	23 Comm (Phase III)	VHF Comm Station Name.	No	No	A	A
	23 Comm (Phase III)	Keypad Iridium functionality.	No	No	A	A
	23 Comm (Phase III)	Flightstream 510.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	24 Electrics	ELECTRICAL panel moved from Pilot Switch Panel to pedestal.	No	No	A	A
	24 Electrics	EMER BATT SW/IND changed to latched toggle switch for STBY INSTR.	No	Yes	A	A
	24 Electrics	Larger 28 Amp-Hour lead acid emergency battery including 300W heater.	No	No	A	A
	24 Electrics	Emergency Bus load shedding/distribution.	No	Yes	B	A
	24 Electrics	CAB PWR SW/IND.	No	No	A	A
	24 Electrics	Electrical synoptic page accessed via GTCs and displayed on DU 2.	No	Yes	A	A
	25 Equipment and Furnishings	ELT with GPS. ELT switch located on pedestal.	No	No	A	A
	26 Fire	Engine and APU switches and panels located on pedestal.	No	No	A	A
	26 Fire	Crew Warning Panel/RMU indications removed.	No	No	A	A
	26 Fire	Fire test performed at GTCs versus rotary test switch.	No	Yes	B	A
	27 Flight Controls	EICAS and Synoptic Indications of: aileron trim; rudder trim; pitch trim; flaps; and, spoilers.	No	Yes	A	A
	27 Flight Controls	Pitch Disconnect handle moved and color changed.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	27 Flight Controls	SPLN RESET and FLAP RESET functionality moved to FLIGHT CONTROL panel on pedestal.	No	Yes	A	A
	27 Flight Controls	PIT TRIM BIAS switch moved to FLIGHT CONTROL panel on pedestal.	No	No	A	A
	27 Flight Controls	ELEV DISC handle relocated on pedestal.	No	No	A	A
	27 Flight Controls	RUD BOOST SW/IND located to FLIGHT CONTROL panel on pedestal.	No	No	A	A
	27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal.	No	Yes	B	A
	29 Hydraulic Power	Increase in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	A	A
	30 Ice and Rain	ANTI-ICE panel moved from center switch panel to pedestal.	No	No	A	A
	30 Ice and Rain	ANTI-ICE test moved from rotary switch to GTCs 1 and 2.	No	No	B	A
	31 Indicating/Recording	Three LCD Display Units installed with select key functionality on lower bezel surfaces.	No	Yes	C	B

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	31 Indicating/Recording	Summary Page and all synoptics differ in presentation.	No	No	A	A
	31 Indicating/Recording	EFIS differs in presentation and functionality.	No	Yes	A	A
	31 Indicating/Recording	EICAS differs in presentation and functionality.	No	Yes	B	A
	31 Indicating/Recording	Selectable SVS on pilot and copilot DUs.	No	Yes	B	B
	31 Indicating/Recording	System synoptics changed in presentation.	No	Yes	A	A
	31 Indicating/Recording	Optional flight data recorder differs (future provision).	No	No		
	31 Indicating/Recording	Clock functions and indications differ.	No	Yes	A	A
	31 Indicating/Recording	Advisory AOA indication selectable at PFD.	No	No	A	A
	31 Indicating/Recording	CVR panel removed.	No	No	A	A
	31 Indicating/Recording	Garmin Stall Warning indications differ.	No	Yes	B	A
	31 Indicating/Recording	Stall Warning test moved to GTCs 1 and 2 and indications during test differ.	No	Yes	B	A
	31 Indicating/Recording	New green bar indication on airspeed indicator represents approach reference speed.	No	Yes	A	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	31 Indicating/Recording	No optional RAAS. Safe Taxi and optional Enhanced Safe Taxi available.	No	No	A	A
	31 Indicating/Recording	Third party provided electronic checklist displayed on MFD and selected at touch screen controllers. Operator Responsibility (future provision).	No	No		
	31 Indicating/Recording	All DUs reversion controls on pilots and copilot's glareshield removed. Functionality now controlled by DU REVERSION/DIM panel on pedestal.	No	Yes	B	A
	31 Indicating/Recording	ADC and AHRS reversion knobs removed, functionally now controlled by DU softkeys.	No	Yes	B	A
	31 Indicating/Recording	Low Speed Awareness and Overspeed cues on PFDs color logic changed.	No	No	A	A
	31 Indicating/Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	A	A
	31 Indicating/Recording	VSI indication changed from an arc to a tape.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	31 Indicating/Recording	Electronic navigation chart display available.	No	Yes	B	A
	31 Indicating/Recording	FPA now FPM. Speed carat indication removed.	No	Yes	A	A
	31 Indicating/Recording (Phase III)	GTC Home Screen/Services and ATC Datalink options.	No	No	A	A
	31 Indicating/Recording (Phase III)	Utilities/Minimums display & function.	No	No	B	B
	31 Indicating/Recording (Phase III)	VSPEEDS Annunciation.	No	No	A	A
	31 Indicating/Recording (Phase III)	Map Settings/VRP indications.	No	No	A	A
	31 Indicating/Recording (Phase III)	Map Settings/Aviation Tab functions.	No	No	B	B
	31 Indicating/Recording (Phase III)	Avionics Settings/display chart upon landing option.	No	No	A	A
	31 Indicating/Recording (Phase III)	Arrival to approach transition support.	No	No	A	A
	32 Landing Gear	GEAR/HYD panel moved from co-pilot switch panel to center switch panel.	No	No	A	A
	32 Landing Gear	Landing gear handle moved from GEAR/HYD panel to copilot switch panel.	No	No	A	A
	32 Landing Gear	Gear test moved from rotary switch to GTCs 1 and 2.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	32 Landing Gear	Landing gear position indications now EICAS indications.	No	No	A	A
	32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same.	No	No	A	A
	32 Landing Gear	Synoptic presentation of AUX HYD and HYD XFLOW indications.	No	No	A	A
	33 Lights	External and wing inspection light control; no smoking/belts; and EMER LTS switches moved from center switch panel to new overhead light switch panel.	No	Yes	A	A
	33 Lights	Dimming control panels on pedestal for GTCs, DUs, STBY INSTR and SW/IND.	No	No	A	A
	34 Navigation	PFD's Nav source, course and bearing pointers controlled by DU soft key selection.	No	Yes	C	C
	34 Navigation	Pilot's and copilot's Display Control panels replaced by DU softkeys and GTCs.	No	Yes	B	A
	34 Navigation	Garmin integrated AHRS system replaces Honeywell equipment.	No	Yes	A	A
	34 Navigation	Navigation radios controlled and displayed at GTCs.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	34 Navigation	Navigation active and standby frequencies displayed on PFDs.	No	No	A	A
	34 Navigation	ADC test removed, now a BIT test.	No	Yes	A	A
	34 Navigation	Electronic Standby Instrument System installed (ESIS) Four standby indications: A/S; ALT; ATT; and HDG. ESIS capable of ILS guidance.	No	Yes	C	B
	34 Navigation	PFD's Nav Source and bearing pointers selected via DU softkeys. Course controlled via GMC.	No	Yes	B	A
	34 Navigation	Transponder automatic - ground or altitude.	No	No	A	A
	34 Navigation	Lightning detection standard equipment and controlled by GTCs 1 and 2.	No	Yes	A	A
	34 Navigation	New weather radar selected at GTCs. No separate control panel.	No	Yes	B	A
	34 Navigation	FMS CDUs removed, functionality and control at GTCs 1 and 2.	No	Yes	C	C
	34 Navigation	PFD inset map available to display traffic and navigation map controlled by PFD softkeys.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	34 Navigation	FMS... GPS navigation source only, no other GNSS constellations.	No	Yes	A	A
	34 Navigation	FMS.... WAAS/LPV standard equipment was optional on base aircraft. No EGNOS capability.	No	Yes	A	A
	34 Navigation	Reactive windshear.	No	Yes	B	A
	34 Navigation	MFD auto zoom.	No	Yes	A	A
	34 Navigation	MFD joystick removed, functionally available at GTCs.	No	Yes	A	A
	34 Navigation	Standard TOLD database (future provision).	No	Yes	B	A
	34 Navigation	Nav to Nav transfer available for VOR/ILS approaches.	No	Yes	C	C
	34 Navigation	TCAS II RA indications differ.	No	No	A	A
	34 Navigation	Garmin's TAWS versus Honeywell's EGPWS.	No	Yes	A	A
	34 Navigation	GPWS panel removed. Functionality and selection now at GTCs.	No	Yes	B	A
	34 Navigation (Phase III)	Active Flight Plan/Controls and functionality.	No	No	B	A
	34 Navigation (Phase III)	Active Flight Plan/Standby Flight Plan functionality.	No	No	B	B
	34 Navigation (Phase III)	FPAR Cue controls.	No	No	B	B

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	34 Navigation (Phase III)	PROC/VFR approach functions.	No	No	B	B
	34 Navigation (Phase III)	Flight Plan/VNAV/FLC functionality and controls.	No	No	B	B
	34 Navigation (Phase III)	TOLD functions Landing Data functionality.	No	No	B	B
	34 Navigation (Phase III)	Transponder/Layout & controls.	No	No	B	B
	35 Oxygen	Oxygen quantity indications differ.	No	No	A	A
	35 Oxygen	PAX OXYGEN panel moved from copilot switch panel to pedestal and relabeled PAX OXY/PRESS.	No	No	A	A
	45 Central Maintenance System	Optional Wi-Fi. Iridium out.	No	No	A	A
	46 Information Systems	Electronic flight charts via subscription. AOPA airport directory available.	No	Yes	B	A
	46 Information Systems	Graphical maps including geopolitical boundary, land mass and airspace boundaries.	No	Yes	A	A
	46 Information Systems	XM weather available through subscription.	No	Yes	A	A
	46 Information Systems	International weather available through subscription (future provision).	No	Yes	A	A

<b>FROM BASE AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	46 Information Systems	SD card slots installed on each DU to facilitate loading of databases.	No	Yes	A	A
	46 Information Systems	CPDLC available (future provision).	No	Yes	B	A
	46 Information Systems (Phase III)	Map Settings/functionality and controls.	No	No	B	B
	46 Information Systems (Phase III)	Map Pointer Control/Touchpad pan/zoom.	No	No	A	A
	46 Information Systems (Phase III)	Weather Radar/functionality and layout.	No	No	A	A
	49 APU	APU control panel relocated on pedestal and APU BLEED SW/IND relocated to APU panel.	No	No	A	A
	70 Powerplant	L and R Engine controls relocated on pedestal.	No	No	A	A
	70 Powerplant	TFE731-40-BR engine mod -Increased thrust.	No	No	A	A

This Maneuver Differences table, from the Learjet 40 to the Learjet 70 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 40</b>  <b>TO RELATED AIRCRAFT: Learjet 70</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes	No	No	A	A

This Design Differences table, from the Learjet 75 to the Learjet 70 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 75  TO RELATED AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	Dimensions	Overall Length Reduced 23.55 inches.	No	No	A	A
	6 Dimensions and Areas	Fuselage length reduction requires new formulas for W&B.	No	No	A	A
	9 Towing and Taxiing	Fuselage length reduction results in smaller turning radius, no operational impact.	No	No	A	A
	11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity reduction.	No	No	A	A
	21 Air Conditioning	Removal of 2 gaspers. Reduction in length of main cabin condition air ducting. Reduction in length vacuum line (pressurization, outflow valve control). System operation not affected.	No	No	A	A
	23 Comm	Antenna relocation results in no change to system operation.	No	No	A	A
	27 Flight Controls	Reduced length control system cables. Control system operation not affected.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	28 Fuel	Fuel System difference limited to a reduction in Total Useable Quantity. No change to any other system aspect.	No	No	A	A
	29 Hydraulic Power	Reductions in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	A	A
	32 Landing Gear	Shorter emergency landing gear cable, no change in system operation.	No	No	A	A
	33 Lights	Interior lights are LED-based, no operational impact.	No	No	A	A
	34 Navigation	EGPWS, TCAS 2000 and ELT are installation standards, no operational differences from optional (STC) installations.	No	No	A	A
	35 Oxygen	5 dual masks drop (was 6). Oxygen chart in AFM and Pilot's manual changed.	No	No	A	A
	52 Doors	Fuel quantity reduction relocated gravity fuel fill door, no operational impact.	No	No	A	A

This Maneuver Differences table, from the Learjet 75 to the Learjet 70 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 75</b>  <b>TO RELATED AIRCRAFT: Learjet 70</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Change.	No	No	A	A

This Design Differences table, from the Learjet 75 to the Learjet 45 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers. Learjet 75 G5000 Phase III to Learjet 45 differences are integrated into this table and identified in parenthesis.

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	Aircraft General	Flight Deck panel layout differs from Learjet 75 (Garmin) to accommodate Honeywell Primus 1000 suite.	No	No	A	A
	Aircraft General	Relocated flight deck panels.	No	No	A	A
	Aircraft General	Smaller Winglets.	No	No	A	A
	Aircraft General	Passenger cabin differs.	No	No	A	A
	21 ECS	ENVIRONMENTAL CONTROL panel resized and reconfigured.	No	No	A	A
	21 ECS	PRESSURIZATION panel configuration. PAX/OXY PRESS panel relocated. APU BLEED switch located on Pressurization panel L/R BLEED, EMER PRESS, PACK, HIFLOW switches located on lower instrument panel.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page accessed with DU bezel keys and format different.	No	Yes	A	A
	22 AFCS	GMC replaced by FGC Panel.	No	Yes	C	C
	22 AFCS	Flight Director Modes same as G5000 except Speed versus FLC. No Takeoff Mode (TO).	No	Yes	C	B
	22 AFCS	Autopilot servos, yaw damper and rudder boost (Manufacturer differs, operation the same).	No	No	A	A
	22 AFCS	FD button only disengages flight director. It does not engage the flight director.	No	Yes	B	A
	22 AFCS	No UP/DOWN wheel on FGC panel.	No	Yes	B	A
	22 AFCS	FGC panel – ALT knob now called ASEL.	No	No	A	A
	22 AFCS	Autopilot engage/disengage logic is different.	No	Yes	B	A
	23 Comm	Communication and navigation radio functions selected and displayed at Radio Management Units (RMU) on instrument panel.	No	Yes	C	B

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	23 Comm	Audio Management functionality selected on separate audio control panel (ACP) located on instrument panel and selections displayed on RMUs.	No	Yes	C	B
	23 Comm	Active and Standby COM frequencies displayed only on RMUs.	No	Yes	B	A
	23 Comm	CLR DLY switch functionality controlled by Radio Control Hot Bus switch on Clearance Delivery Head panel located on upper pedestal.	No	Yes	A	A
	23 Comm	No provision for ADS-C and CPDLC (VDL Mode 2).	No	Yes	A	A
	23 Comm	GTC HF radio (optional) tuning functionality and control on HF radio panel on pedestal.	No	Yes	B	A
	23 Comm	SELCAL HF/VHF PRESS FOR TEST/RESET button located on pedestal.	No	Yes	A	A
	23 Comm	PA functionality and selection moved from GTC to ACP.	No	Yes	B	A
	23 Comm	Intercom functionality and selection moved from GTC to ACP.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	23 Comm	Transmit and receive selection moved from GTC to ACP.	No	Yes	B	A
	23 Comm	L/R Oxygen Mask Mic selection moved from pilot and copilot switch panels to ACPs and relabeled PAX OXY/AUTO.	No	Yes	A	A
	23 Comm	RADIO CTL HOT BUS SW/IND added.	No	Yes	B	A
	23 Comm	Optional Satellite Phone Handset on pedestal.	No	Yes	A	A
	23 Comm	No record and playback of clearances capability.	No	No	A	A
	23 Comm	EMER COM switch functionality differs.	No	Yes	B	A
	23 Comm (Phase III)	Services/ACARS functionality *not available*.	No	No	A	A
	23 Comm (Phase III)	FANS 1/A+/CPDLC functionality *not available*.	No	No	A	A
	23 Comm (Phase III)	VHF Comm Station Name *not available*.	No	No	A	A
	23 Comm (Phase III)	Keypad Iridium functionality *not available*.	No	No	A	A
	23 Comm (Phase III)	Flightstream 510 *not available*.	No	No	A	A
	24 Electrics	ELECTRICAL panel moved from pedestal to Pilot Switch Panel.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	24 Electrics	EMER BATT switch for STBY INSTR changed to SW/IND.	No	Yes	B	A
	24 Electrics	27 or 38 Amp-Hour NiCad or 28 Amp-Hour lead acid batteries are available. No battery heater.	No	Yes	A	A
	24 Electrics	Emergency Bus load shedding/distribution.	No	Yes	B	A
	24 Electrics	CAB PWR SW/IND located on Co-Pilot's sidewall.	No	No	A	A
	24 Electrics	Circuit breaker panel (CBP), CB location on panels reassigned.	No	No	A	A
	24 Electrics	Electrical synoptic page accessed via DU bezel keys and different format.	No	Yes	A	A
	25 Equipment and Furnishings	ELT does not have GPS. ELT switch panel and indicator light located on separate panel on pedestal.	No	No	A	A
	26 Fire	Engine and APU switches and panels relocated on pedestal.	No	No	A	A
	26 Fire	Crew Warning Panel/RMU indications installed.	No	Yes	B	A
	26 Fire	Fire test accomplished with SYS TEST/RESET rotary knob on pedestal.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	27 Flight Controls	EICAS and Synoptic Indications of: aileron trim; rudder trim; pitch trim; flaps; and, spoilers different.	No	Yes	A	A
	27 Flight Controls	SPLN RESET and FLAP RESET functionality on rotary test knob located on SYS TEST/RESET panel on throttle quadrant.	No	Yes	A	A
	27 Flight Controls	PIT TRIM BIAS switch moved to throttle quadrant.	No	No	A	A
	27 Flight Controls	PITCH TRIM/RUDDER TRIM panel relocated on pedestal.	No	No	A	A
	27 Flight Controls	RUD BOOST SW/IND relocated to throttle quadrant.	No	No	A	A
	27 Flight Controls	Pilot's and copilot's RUD PEDAL switches relocated on pilot and copilot switch panels and relabeled RUDDER PEDAL.	No	No	A	A
	27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal.	No	Yes	B	A
	30 Ice and Rain	ANTI-ICE panel moved from pedestal to center switch panel.	No	No	A	A
	30 Ice and Rain	Anti-Ice system test accomplished on SYS TEST/RESET rotary test knob on pedestal.	No	No	B	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	31 Indicating/Recording	Four CRT displays select key functionality on lower bezel surfaces.	No	Yes	B	B
	31 Indicating/Recording	Summary Page and all Synoptics differ in presentation.	No	No	B	A
	31 Indicating/Recording	EFIS differs in presentation and functionality.	No	Yes	B	A
	31 Indicating/Recording	EICAS differs in presentation and functionality.	No	Yes	B	A
	31 Indicating/Recording	No SVS.	No	No	A	A
	31 Indicating/Recording	Chronometer/clock installed at both the pilot and copilot position.	No	Yes	A	A
	31 Indicating/Recording	Advisory AOA indications located on optional stand-alone AOA gauge on instrument panel.	No	No	A	A
	31 Indicating/Recording	CVR panel installed.	No	No	A	A
	31 Indicating/Recording	Honeywell Stall Warning system (No vane change) PFD indications differ in presentation.	No	Yes	B	A
	31 Indicating/Recording	Stall system test accomplished with SYS TEST/RESET rotary knob on pedestal. PFD test indications different.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	31 Indicating/Recording	No Green Circle Ratio presented on airspeed indicator.	No	Yes	A	A
	31 Indicating/Recording	Landing gear position indications moved from EICAS to GEAR/HYD panel.	No	Yes	A	A
	31 Indicating/Recording	Optional RAAS available.	No	No	A	A
	31 Indicating/Recording	(Optional) Electronic Checklist selected for display on MFD with MFD bezel keys.	No	Yes	A	A
	31 Indicating/Recording	DU REVERSION/DIM panel moved to pilot switch panel and labeled REVERSION - includes ADC/AHRS/ICSG reversion switches.	No	Yes	C	B
	31 Indicating/Recording	DU2 and DU3 reversion controls on pilot's and copilot's glareshield.	No	Yes	C	B
	31 Indicating/Recording	Low Speed Awareness and Overspeed cues on PFDs, color logic changed.	No	No	A	A
	31 Indicating/Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	A	A
	31 Indicating/Recording	VSI indication changed from a tape to an arc.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	31 Indicating/Recording	Electronic navigation chart display not available.	No	No	A	A
	31 Indicating/Recording	FPV now FPA (Flight Path Angle) and generated by the Universal FMS. Includes speed carat indication.	No	Yes	B	A
	31 Indicating/Recording (Phase III)	GTC Home Screen/Services and ATC Datalink options *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Utilities/Minimums display & function *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	VSPEEDS Annunciation *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Map Settings/VRP indications *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Map Settings/Aviation Tab functions *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Avionics Settings/display chart upon landing option *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Arrival to approach transition support *not available*.	No	No	A	A
	31 Indicating/Recording	Database management accomplished through separate Data Transfer Unit.	No	No	A	A

FROM BASE AIRCRAFT: Learjet 75  TO RELATED AIRCRAFT: Learjet 45	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	32 Landing Gear	GEAR/HYD panel moved from center switch panel to co-pilot switch panel.	No	No	A	A
	32 Landing Gear	Landing Gear handle moved from Co-Pilot's switch panel to GEAR/HYD panel.	No	No	A	A
	32 Landing Gear	Gear test accomplished with rotary test knob on pedestal.	No	Yes	B	A
	32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same.	No	No	A	A
	32 Landing Gear	No Synoptic presentation of AUX HYD or HYD XFLOW indications.	No	No	A	A
	33 Lights	Exterior light control; no smoking/belts; and Emergency light switches moved from overhead light switch panel to center switch panel.	No	Yes	A	A
	33 Lights	Lights test accomplished with rotary knob on pedestal. Also runs audio test.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	34 Navigation	Some of the pilot's and copilot's Garmin's DU softkeys and GTCs functions replaced by Pilot/Co-Pilot's PFD Display Controllers.	No	Yes	C	B
	34 Navigation	Honeywell's AHRS replaces Garmin's integrated AHRS system.	No	Yes	A	A
	34 Navigation	Pilot's and copilot's PFD display options controlled by PFD Display Controllers.	No	Yes	B	A
	34 Navigation	Tuning of Navigation radios via RMUs. Audio portion of Nav radios controlled via ACPs located on pilot and copilot instrument panels.	No	Yes	C	B
	34 Navigation	No automatic reversion of ADCs during malfunctions.	No	Yes	B	A
	34 Navigation	ADC test added, not a BIT test. Test completed with rotary test switch located on pedestal.	No	Yes	B	A
	34 Navigation	Traditional round gauges replace Integrated Electronic Standby for Airspeed, Attitude and Altitude. Standby navigation accomplished on RMU.	No	Yes	B	B

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	34 Navigation	PFD's Nav Source, Course and bearing pointers controlled via Pilot/Co-Pilot PFD display Controllers located on glareshield.	No	Yes	B	A
	34 Navigation	Transponder, no auto select function for ground and airborne ops.	No	Yes	A	A
	34 Navigation	Different weather radar with panel located on pedestal. No lightning or turbulence detection.	No	Yes	B	A
	34 Navigation	Universal FMS CDUs located on pedestal. Operation and functionality different.	No	Yes	C	C
	34 Navigation	No PFD insert map to display traffic or navigation.	No	No	A	A
	34 Navigation	Universal FMS uses GPS, VOR and DME/DME capability. (Garmin uses GPS and SBAS WAAS only).	No	Yes	A	A
	34 Navigation	WAAS/LPV optional equipment on Universal FMS. Operation and functionality different.	No	Yes	A	A
	34 Navigation	No reactive wind shear detection and guidance.	No	No	A	A
	34 Navigation	No MFD Auto-Zoom.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	34 Navigation	MFD joystick provides FMS position input and control of some MFD displays.	No	Yes	A	A
	34 Navigation	Optional TOLD data base housed in Universal FMS. Operation and functionality different.	No	No	B	A
	34 Navigation	No Nav to Nav transfer for VOR/ILS approaches.	No	No	B	B
	34 Navigation	ACSS TCAS II (previously Garmin). PFD indications and guidance different.	No	Yes	A	A
	34 Navigation	Honeywell's GPWS (previously Garmin TAWS-A). PFD/MFD indications different.	No	Yes	A	A
	34 Navigation	GPWS control panel with G/S, FLAP, STEEP APPR and TERR override switched located on throttle quadrant.  GPWS test on rotary test switch replaces TAWS test on System Test page of GT.	No	Yes	B	B
	34 Navigation (Phase III)	Active Flight Plan/Controls and functionality *not available*.	No	No	A	A
	34 Navigation (Phase III)	Active Flight Plan/Standby Flight Plan functionality *not available*.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	34 Navigation (Phase III)	FPAR Cue controls *not available*.	No	No	A	A
	34 Navigation (Phase III)	PROC/VFR approach functions *not available*.	No	No	A	A
	34 Navigation (Phase III)	Flight Plan/VNAV/FLC functionality and controls *not available*.	No	No	A	A
	34 Navigation (Phase III)	TOLD functions Landing Data functionality *not available*.	No	No	A	A
	34 Navigation (Phase III)	Transponder/Layout & controls *not available*.	No	No	A	A
	35 Oxygen	Oxygen synoptic page accessed via DU bezel keys. Format and information displayed is different.	No	Yes	A	A
	35 Oxygen	PAX OXY/PRESS panel relocated on pedestal moved to copilot switch panel and relabeled PAX OXYGEN.	No	No	A	A
	45 Central Maintenance System	No Wi-Fi Iridium out. Maintenance data accessed with laptop via port in lower pedestal.	No	No	A	A
	46 Information Systems	No capability to display electronic flight charts or AOPA airport directory.	No	No	A	A
	46 Information Systems	No graphical map capability.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	46 Information Systems	Not capable of XM or international weather presentation.	No	No	A	A
	46 Information Systems (Phase III)	Map Settings/functionality and controls *not available*.	No	No	A	A
	46 Information Systems (Phase III)	Map Pointer Control/Touchpad pan/zoom *not available	No	No	A	A
	46 Information Systems (Phase III)	Weather Radar/functionality and layout *not available*.	No	No	A	A
	70 Powerplant	L and R Engine controls relocated on pedestal.	No	No	A	A
	70 Powerplant	TFE 731-20 AR or BR engines decreased thrust from 3850 lbs. to 3500 lbs. or 3650 lbs. with APR active.	No	No	A	A

This Maneuver Differences table, from the Learjet 75 to the Learjet 45 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 75</b>  <b>TO RELATED AIRCRAFT: Learjet 45</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes	No	No	A	A

This Design Differences table, from the Learjet 75 to the Learjet 40 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers. Learjet 75 G5000 Phase III to Learjet 40 differences are integrated into this table and identified in parenthesis.

<b>FROM BASE AIRCRAFT: Learjet 75  TO RELATED AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	Aircraft General	Flight Deck panel layout differs from Learjet 75 (Garmin) to accommodate Honeywell Primus 1000 suite.	No	No	A	A
	Aircraft General	Relocated flight deck panels.	No	No	A	A
	Aircraft General	Smaller Winglets.	No	No	A	A
	Aircraft General	Passenger cabin differs.	No	No	A	A
	Weights	Max Ramp Weight reduction to 21,250 lbs. Max Takeoff Weight reduction to 21,000 lbs. Maximum Zero Fuel Weight 16,000 lbs.	No	No	A	A
	Dimensions	Overall Length reduction 23.55 inches.	No	No	A	A
	6 Dimensions and Areas	Fuselage length reduction requires new formulas for W&B.	No	No	A	A

FROM BASE AIRCRAFT: Learjet 75  TO RELATED AIRCRAFT: Learjet 40	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	9 Towing and Taxiing	Fuselage length reduction results in smaller turning radius, no operational impact.	No	No	A	A
	11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity reduction.	No	No	A	A
	21 ECS	Removal of 2 gaspers. Reduction in length of main cabin condition air ducting. Reduction in length vacuum line (pressurization, outflow valve control). System operation not affected.	No	No	A	A
	21 ECS	ENVIRONMENTAL CONTROL panel resized and reconfigured.	No	No	A	A
	21 ECS	PRESSURIZATION panel configuration. PAX/OXY PRESS panel relocated. APU BLEED switch located on Pressurization panel L/R BLEED, EMER PRESS, PACK, HIFLOW switches located on lower instrument panel.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page accessed with DU bezel keys and format different.	No	Yes	A	A
	22 AFCS	GMC replaced by FGC Panel.	No	Yes	C	C
	22 AFCS	Flight Director Modes same as G5000 except Speed versus FLC. No Takeoff Mode (TO).	No	Yes	C	B
	22 AFCS	Autopilot servos, yaw damper and rudder boost (Manufacturer differs, operation the same).	No	No	A	A
	22 AFCS	FD button only disengages flight director. It does not engage the flight director.	No	Yes	B	A
	22 AFCS	No UP/DOWN wheel on FGC panel.	No	Yes	B	A
	22 AFCS	FGC panel – ALT knob now called ASEL.	No	No	A	A
	22 AFCS	Autopilot engage/disengage logic is different.	No	Yes	B	A
	23 Comm	Communication and navigation radio functions selected and displayed at RMUs on instrument panel.	No	Yes	C	B

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	23 Comm	Audio Management functionality selected on separate ACP located on instrument panel and selections displayed on RMUs	No	Yes	C	B
	23 Comm	Active and Standby COM frequencies displayed only on RMUs.	No	Yes	B	A
	23 Comm	CLR DLY switch functionality controlled by Radio Control Hot Bus switch on Clearance Delivery Head panel located on upper pedestal.	No	Yes	A	A
	23 Comm	No provision for ADS-C and CPDLC (VDL Mode 2).	No	Yes	A	A
	23 Comm	GTC HF radio (optional) tuning functionality and control on HF radio panel on pedestal.	No	Yes	B	A
	23 Comm	SELCAL HF/VHF PRESS FOR TEST/RESET button located on pedestal.	No	Yes	A	A
	23 Comm	PA functionality and selection moved from GTC to ACP.	No	Yes	B	A
	23 Comm	Intercom functionality and selection moved from GTC to ACP.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	23 Comm	Transmit and receive selection moved from GTC to ACP.	No	Yes	B	A
	23 Comm	L/R Oxygen Mask Mic selection moved from pilot and copilot switch panels to ACPs and relabeled PAX OXY/AUTO.	No	Yes	A	A
	23 Comm	RADIO CTL HOT BUS SW/IND added.	No	Yes	B	A
	23 Comm	Optional Satellite Phone Handset on pedestal.	No	Yes	A	A
	23 Comm	No record and playback of clearances capability.	No	No	A	A
	23 Comm	EMER COM switch functionality differs.	No	Yes	B	A
	23 Comm (Phase III)	Services/ACARS functionality *not available*.	No	No	A	A
	23 Comm (Phase III)	FANS 1/A+/CPDLC functionality *not available*.	No	No	A	A
	23 Comm (Phase III)	VHF Comm Station Name *not available*.	No	No	A	A
	23 Comm (Phase III)	Keypad Iridium functionality *not available*.	No	No	A	A
	23 Comm (Phase III)	Flightstream 510 *not available.	No	No	A	A
	24 Electrics	ELECTRICAL panel moved from pedestal to Pilot Switch Panel.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	24 Electrics	EMER BATT switch for STBY INSTR changed to SW/IND.	No	Yes	B	A
	24 Electrics	27 or 38 Amp-Hour NiCad or 28 Amp-Hour lead acid batteries are available. No battery heater.	No	Yes	A	A
	24 Electrics	Emergency Bus load shedding/distribution.	No	Yes	B	A
	24 Electrics	CAB PWR SW/IND located on Co-Pilot's sidewall.	No	No	A	A
	24 Electrics	CBP, CB location on panels reassigned.	No	No	A	A
	24 Electrics	Electrical synoptic page accessed via DU bezel keys and different format.	No	Yes	A	A
	25 Equipment and Furnishings	ELT does not have GPS. ELT switch panel and indicator light located on separate panel on pedestal.	No	No	A	A
	26 Fire	Engine and APU switches and panels relocated on pedestal.	No	No	A	A
	26 Fire	Crew Warning Panel/RMU indications installed.	No	Yes	B	A
	26 Fire	Fire test accomplished with SYS TEST/RESET rotary knob on pedestal.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	27 Flight Controls	EICAS and Synoptic Indications of: aileron trim; rudder trim; pitch trim; flaps; and, spoilers different.	No	Yes	A	A
	27 Flight Controls	SPLN RESET and FLAP RESET functionality on rotary test knob located on SYS TEST/RESET panel on throttle quadrant.	No	Yes	A	A
	27 Flight Controls	PIT TRIM BIAS switch moved to throttle quadrant.	No	No	A	A
	27 Flight Controls	PITCH TRIM/RUDDER TRIM panel relocated on pedestal.	No	No	A	A
	27 Flight Controls	RUD BOOST SW/IND relocated to throttle quadrant.	No	No	A	A
	27 Flight Controls	Pilot's and copilot's RUD PEDAL switches relocated on pilot and copilot switch panels and relabeled RUDDER PEDAL.	No	No	A	A
	27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal.	No	Yes	B	A
	30 Ice and Rain	ANTI-ICE panel moved from pedestal to center switch panel.	No	No	A	A
	30 Ice and Rain	Anti-Ice system test accomplished on SYS TEST/RESET rotary test knob on pedestal.	No	No	B	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	31 Indicating/ Recording	Four CRT displays select key functionality on lower bezel surfaces.	No	Yes	B	B
	31 Indicating/ Recording	Summary Page and all Synoptics differ in presentation.	No	No	B	A
	31 Indicating/ Recording	EFIS differs in presentation and functionality.	No	Yes	B	A
	31 Indicating/ Recording	EICAS differs in presentation and functionality.	No	Yes	B	A
	31 Indicating/ Recording	No SVS.	No	No	A	A
	31 Indicating/ Recording	Chronometer/clock installed at both the pilot and copilot position.	No	Yes	A	A
	31 Indicating/ Recording	Advisory AOA indications located on optional stand-alone AOA gauge on instrument panel.	No	No	A	A
	31 Indicating/ Recording	CVR panel installed.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	31 Indicating/ Recording	Honeywell Stall Warning system (No vane change) PFD indications differ in presentation.	No	Yes	B	A
	31 Indicating/ Recording	Stall system test accomplished with SYS TEST/RESET rotary knob on pedestal. PFD test indications different.	No	Yes	B	A
	31 Indicating/ Recording	No Green Circle Ratio presented on airspeed indicator.	No	Yes	A	A
	31 Indicating/ Recording	Landing gear position indications moved from EICAS to GEAR/HYD panel.	No	Yes	A	A
	31 Indicating/ Recording	Optional RAAS available.	No	No	A	A
	31 Indicating/ Recording	(Optional) Electronic Checklist selected for display on MFD with MFD bezel keys.	No	Yes	A	A
	31 Indicating/ Recording	DU REVERSION/DIM panel moved to pilot switch panel and labeled REVERSION - includes ADC/AHRS/ICSG reversion switches.	No	Yes	C	B

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	31 Indicating/ Recording	DU2 and DU3 reversion controls on pilot's and copilot's glareshield.	No	Yes	C	B
	31 Indicating/ Recording	Low Speed Awareness and Overspeed cues on PFDs, color logic changed.	No	No	A	A
	31 Indicating/ Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	A	A
	31 Indicating/ Recording	VSI indication changed from a tape to an arc.	No	No	A	A
	31 Indicating/ Recording	Electronic navigation chart display not available.	No	No	A	A
	31 Indicating/ Recording	FPV now FPA and generated by the Universal FMS. Includes speed carat indication.	No	Yes	B	A
	31 Indicating/ Recording	Database management accomplished through separate Data Transfer Unit.	No	No	A	A
	31 Indicating/Recording (Phase III)	GTC Home Screen/Services and ATC Datalink options *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Utilities/Minimums display & function *not available*.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	31 Indicating/Recording (Phase III)	VSPEEDS Annunciation *not available*	No	No	A	A
	31 Indicating/Recording (Phase III)	Map Settings/VRP indications *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Map Settings/Aviation Tab functions*not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Avionics Settings/display chart upon landing option *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Arrival to approach transition support *not available*.	No	No	A	A
	32 Landing Gear	GEAR/HYD panel moved from center switch panel to co-pilot switch panel.	No	No	A	A
	32 Landing Gear	Landing Gear handle moved from Co-Pilot's switch panel to GEAR/HYD panel.	No	No	A	A
	32 Landing Gear	Gear test accomplished with rotary test knob on pedestal.	No	Yes	B	A
	32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same.	No	No	A	A
	32 Landing Gear	No Synoptic presentation of AUX HYD or HYD XFLOW indications.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	33 Lights	Exterior light control; no smoking/belts; and Emergency light switches moved from overhead light switch panel to center switch panel.	No	Yes	A	A
	33 Lights	Lights test accomplished with rotary knob on pedestal. Also runs audio test.	No	Yes	B	A
	34 Navigation	Some of the pilot's and copilot's Garmin's DU softkeys and GTCs functions replaced by Pilot/Co-Pilot's PFD Display Controllers.	No	Yes	C	B
	34 Navigation	Honeywell's AHRS replaces Garmin's integrated AHRS system.	No	Yes	A	A
	34 Navigation	Pilot's and copilot's PFD display options controlled by PFD Display Controllers.	No	Yes	B	A
	34 Navigation	Tuning of Navigation radios via RMUs. Audio portion of Nav radios controlled via ACPs located on pilot and copilot instrument panels.	No	Yes	C	B
	34 Navigation	No automatic reversion of ADCs during malfunctions.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	34 Navigation	ADC test added, not a BIT test. Test completed with rotary test switch located on pedestal.	No	Yes	B	A
	34 Navigation	Traditional round gauges replace Integrated Electronic Standby for Airspeed, Attitude and Altitude. Standby navigation accomplished on RMU.	No	Yes	B	B
	34 Navigation	PFD's Nav Source, Course and bearing pointers controlled via Pilot/Co-Pilot PFD display Controllers located on glareshield.	No	Yes	B	A
	34 Navigation	Transponder, no auto select function for ground and airborne ops.	No	Yes	A	A
	34 Navigation	Different weather radar with panel located on pedestal. No lightning or turbulence detection.	No	Yes	B	A
	34 Navigation	Universal FMS CDUs located on pedestal. Operation and functionality different.	No	Yes	C	C
	34 Navigation	No PFD insert map to display traffic or navigation.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	34 Navigation	Universal FMS uses GPS, VOR and DME/DME capability. (Garmin uses GPS and SBAS WAAS only).	No	Yes	A	A
	34 Navigation	WAAS/LPV optional equipment on Universal FMS. Operation and functionality different	No	Yes	A	A
	34 Navigation	No reactive wind shear detection and guidance.	No	No	A	A
	34 Navigation	No MFD Auto-Zoom.	No	No	A	A
	34 Navigation	MFD joystick provides FMS position input and control of some MFD displays.	No	Yes	A	A
	34 Navigation	Optional TOLD data base housed in Universal FMS. Operation and functionality different.	No	No	B	A
	34 Navigation	No Nav to Nav transfer for VOR/ILS approaches.	No	No	B	B
	34 Navigation	ACSS TCAS II (previously Garmin). PFD indications and guidance different.	No	Yes	A	A
	34 Navigation	Honeywell's GPWS (previously Garmin TAWS-A). PFD/MFD indications different.	No	Yes	A	A

FROM BASE AIRCRAFT: Learjet 75  TO RELATED AIRCRAFT: Learjet 40	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	34 Navigation	GPWS control panel with G/S, FLAP, STEEP APPR and TERR override switched located on throttle quadrant.  GPWS test on rotary test switch replaces TAWS test on System Test page of GT.	No	Yes	B	B
	34 Navigation (Phase III)	Active Flight Plan/Controls and functionality *not available*.	No	No	A	A
	34 Navigation (Phase III)	Active Flight Plan/Standby Flight Plan functionality *not available*.	No	No	A	A
	34 Navigation (Phase III)	FPAR Cue controls *not available*.	No	No	A	A
	34 Navigation (Phase III)	PROC/VFR approach functions *not available*.	No	No	A	A
	34 Navigation (Phase III)	Flight Plan/VNAV/FLC functionality and controls *not available*.	No	No	A	A
	34 Navigation (Phase III)	TOLD functions Landing Data functionality *not available*.	No	No	A	A
	34 Navigation (Phase III)	Transponder/Layout & controls *not available*.	No	No	A	A
	35 Oxygen	Oxygen synoptic page accessed via DU bezel keys. Format and information displayed is different.	No	Yes	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	35 Oxygen	PAX OXY/PRESS panel relocated on pedestal moved to copilot switch panel and relabeled PAX OXYGEN.	No	No	A	A
	45 Central Maintenance System	No Wi-Fi Iridium out. Maintenance data accessed with laptop via port in lower pedestal.	No	No	A	A
	46 Information Systems	No capability to display electronic flight charts or AOPA airport directory.	No	No	A	A
	46 Information Systems	No graphical map capability.	No	No	A	A
	46 Information Systems	Not capable of XM or international weather presentation.	No	No	A	A
	46 Information Systems (Phase III)	Map Settings/functionality and controls *not available*.	No	No	A	A
	46 Information Systems (Phase III)	Map Pointer Control/Touchpad pan/zoom *not available*.	No	No	A	A
	46 Information Systems (Phase III)	Weather Radar/functionality and layout *not available*.	No	No	A	A
	70 Powerplant	L and R Engine controls relocated on pedestal.	No	No	A	A
	70 Powerplant	TFE 731-20 AR or BR engines decreased thrust from 3850 lbs. to 3500 lbs. or 3650 lbs. with APR active.	No	No	A	A

This Maneuver Differences table, from the Learjet 75 to the Learjet 40 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 75</b>  <b>TO RELATED AIRCRAFT: Learjet 40</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes.	No	No	A	A

This Design Differences table, from the Learjet 75 to the Learjet 75 G5000 Phase III lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75 G5000 Phase III</b>						
	23 Comms	Services/ACARS functionality.	No	No	B	B
	23 Comms	FANS 1/A+/CPDLC functionality.	No	No	B	B
	23 Comms	VHF Comm Station Name.	No	No	A	A
	23 Comms	Keypad Iridium functionality.	No	No	A	A
	23 Comms	Flightstream 510.	No	No	A	A
	31 Indicating/ Recording	GTC Home Screen/Services and ATC Datalink options.	No	No	A	A
	31 Indicating/ Recording	Utilities/ Minimums display & function.	No	No	B	B
	31 Indicating/ Recording	VSPEEDS Annunciation.	No	No	A	A
	31 Indicating/ Recording	Map Settings/VRP indications.	No	No	A	A
	31 Indicating/ Recording	Map Settings/Aviation Tab functions.	No	No	B	B
	31 Indicating/ Recording	Avionics Settings/display chart upon landing option.	No	No	A	A
	31 Indicating/ Recording	Arrival to approach transition support.	No	No	A	A
	34 Navigation	Active Flight Plan/Controls and functionality.	No	No	B	B

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75 G5000 Phase III</b>						
	34 Navigation	Active Flight Plan/Standby Flight Plan functionality.	No	No	B	B
	34 Navigation	FPAR Cue controls.	No	No	B	B
	34 Navigation	PROC/VFR approach functions.	No	No	B	B
	34 Navigation	Flight Plan/VNAV/FLC functionality and controls.	No	No	B	B
	34 Navigation	TOLD functions Landing Data functionality.	No	No	B	B
	34 Navigation	Transponder/Layout & controls.	No	No	B	B
	46 Information Systems	Map Settings/functionality and controls.	No	No	B	B
	46 Information Systems	Map Pointer Control/Touchpad pan/zoom.	No	No	A	A
	46 Information Systems	Weather Radar/functionality and layout.	No	No	A	A

This Maneuver Differences table, from the Learjet 75 to the Learjet 75 G5000 Phase III lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 75</b>  <b>TO RELATED AIRCRAFT: Learjet 75 G5000 Phase III</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes.	No	No	A	A

This Design Differences table, from the Learjet 75 to the Learjet 70 G5000 Phase III lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70 G5000 Phase III</b>						
	Dimensions	Overall Length Reduced 23.55 inches.	No	No	A	A
	6 Dimensions and Areas	Fuselage length reduction requires new formulas for W&B.	No	No	A	A
	9 Towing and Taxiing	Fuselage length reduction results in smaller turning radius, no operational impact.	No	No	A	A
	11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity reduction.	No	No	A	A
	21 Air Conditioning	Removal of 2 gaspers. Reduction in length of main cabin condition air ducting. Reduction in length vacuum line (pressurization, outflow valve control). System operation not affected.	No	No	A	A
	23Comm	Antenna relocation results in no change to system operation.	No	No	A	A
	23 Comm	Services/ACARS functionality.	No	No	B	B
	23 Comm	FANS 1/A+/CPDLC functionality.	No	No	B	B
	23 Comm	VHF Comm Station Name.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70 G5000 Phase III</b>						
	23 Comm	Keypad Iridium functionality.	No	No	A	A
	23 Comm	Flightstream 510.	No	No	A	A
	27 Flight Controls	Reduced length control system cables. Control system operation not affected.	No	No	A	A
	28 Fuel	Fuel System difference limited to a reduction in Total Useable Quantity. No change to any other system aspect.	No	No	A	A
	29 Hydraulic Power	Reductions in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	A	A
	32 Landing Gear	Shorter emergency landing gear cable, no change in system operation.	No	No	A	A
	33 Lights	Interior lights are LED-based, no operational impact.	No	No	A	A
	34 Navigation	EGPWS, TCAS 2000 and ELT are installation standards, no operational differences from optional (STC) installations.	No	No	A	A
	34 Navigation	Active Flight Plan/Controls and functionality.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70 G5000 Phase III</b>						
	34 Navigation	Active Flight Plan/Standby Flight Plan functionality.	No	No	B	B
	34 Navigation	FPAR Cue controls.	No	No	B	B
	34 Navigation	PROC/VFR approach functions.	No	No	B	B
	34 Navigation	Flight Plan/VNAV/FLC functionality and controls.	No	No	B	B
	34 Navigation	TOLD functions Landing Data functionality.	No	No	B	B
	34 Navigation	Transponder/Layout & controls.	No	No	B	B
	31 Indicating/Recording	GTC Home Screen/Services and ATC Datalink options.	No	No	A	A
	31 Indicating/Recording	Utilities/ Minimums display & function.	No	No	B	B
	31 Indicating/Recording	VSPEEDS Annunciation.	No	No	A	A
	31 Indicating/Recording	Map Settings/VRP indications.	No	No	A	A
	31 Indicating/Recording	Map Settings/Aviation Tab functions.	No	No	B	B
	31 Indicating/Recording	Avionics Settings/display chart upon landing option.	No	No	A	A
	31 Indicating/Recording	Arrival to approach transition support.	No	No	A	A
	35 Oxygen	5 dual masks drop (was 6). Oxygen chart in AFM and Pilot's manual changed.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75</b>  <b>TO RELATED AIRCRAFT: Learjet 70 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	46 Information Systems	Map Settings/functionality and controls.	No	No	B	B
	46 Information Systems	Map Pointer Control/Touchpad pan/zoom.	No	No	B	B
	46 Information Systems	Weather Radar/functionality and layout.	No	No	A	A
	52 Doors	Fuel quantity reduction relocated gravity fuel fill door, no operational impact.	No	No	A	A

This Maneuver Differences table, from the Learjet 75 to the Learjet 70 G5000 Phase III lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 75</b>  <b>TO RELATED AIRCRAFT: Learjet 70 G5000 Phase III</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes.	No	No	A	A

This Design Differences table, from the Learjet 70 to the Learjet 75 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 70  TO RELATED AIRCRAFT: Learjet 75</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	Weights	Maximum Zero Fuel Weight 16,500 lbs. (aircraft modified by SB 75-11-1).	No	No	A	A
	Dimensions	Overall Length increased 23.55 inches.	No	No	A	A
	6 Dimensions and Areas	Fuselage length increased requires new formulas for W&B.	No	No	A	A
	9 Towing and Taxiing	Fuselage length increase results in bigger turning radius, no operational impact.	No	No	A	A
	11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity increase.	No	No	A	A
	21 Air Conditioning	Addition of 2 gaspers. Increase in length of main cabin condition air ducting. Increase in length vacuum line (pressurization, outflow valve control). System operation not affected.	No	No	A	A
	23 Comm	Antenna relocation results in no change to system operation.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	27 Flight Controls	Increased length control system cables. Control system operation not affected.	No	No	A	A
	28 Fuel	Fuel System difference limited to an increase in Total Useable Quantity. No change to any other system aspect.	No	No	A	A
	29 Hydraulic Power	Increase in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	A	A
	35 Oxygen	6 dual masks drop (was 5).  Oxygen chart in AFM and Pilot's manual changed.	No	No	A	A
	52 Doors	Fuel quantity increase relocated gravity fuel fill door, no operational impact.	No	No	A	A

This Maneuver Differences table, from the Learjet 70 to the Learjet 75 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 70</b>  <b>TO RELATED AIRCRAFT: Learjet 75</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes.	No	No	A	A

This Design Differences table, from the Learjet 70 to the Learjet 45 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers. Learjet 70 G5000 Phase III to Learjet 45 differences are integrated into this table and identified in parenthesis.

<b>FROM BASE AIRCRAFT: Learjet 70  TO RELATED AIRCRAFT: Learjet 45</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	Aircraft General	Flight Deck panel layout differs from Learjet 70 (Garmin) to accommodate Honeywell Primus 1000 suite.	No	No	A	A
	Aircraft General	Relocated flight deck panels.	No	No	A	A
	Aircraft General	Smaller Winglets.	No	No	A	A
	Aircraft General	Passenger cabin differs.	No	No	A	A
	Weights	Maximum Zero Fuel Weight 16,500 lbs.	No	No	A	A
	Dimensions	Overall Length increased 23.55 inches.	No	No	A	A
	6 Dimensions and Areas	Fuselage length increased requires new formulas for W&B.	No	No	A	A
	9 Towing and Taxiing	Fuselage length increase results in bigger turning radius, no operational impact.	No	No	A	A
	11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity increase.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	21 Air Conditioning	Addition of 2 gaspers. Increase in length of main cabin condition air ducting. Increase in length vacuum line (pressurization, outflow valve control). System operation not affected.	No	No	A	A
	21 ECS	ENVIRONMENTAL CONTROL panel resized and reconfigured.	No	No	A	A
	21 ECS	PRESSURIZATION panel configuration. PAX/OXY PRESS panel relocated. APU BLEED switch located on Pressurization panel L/R BLEED, EMER PRESS, PACK, HIFLOW switches located on lower instrument panel.	No	No	A	A
	21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page accessed with DU bezel keys and format different.	No	Yes	A	A
	22 AFCS	GMC replaced by FGC Panel.	No	Yes	C	C
	22 AFCS	Flight Director Modes same as G5000 except Speed versus FLC. No Takeoff Mode (TO).	No	Yes	C	B

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	22 AFCS	Autopilot servos, yaw damper and rudder boost (Manufacturer differs, operation the same).	No	No	A	A
	22 AFCS	FD button only disengages flight director. It does not engage the flight director.	No	Yes	B	A
	22 AFCS	No UP/DOWN wheel on FGC panel.	No	Yes	B	A
	22 AFCS	FGC panel – ALT knob now called ASEL.	No	No	A	A
	22 AFCS	Autopilot engage/disengage logic is different.	No	Yes	B	A
	23 Comm	Communication and navigation radio functions selected and displayed at RMUs on instrument panel.	No	Yes	C	B
	23 Comm	Audio Management functionality selected on separate ACP located on instrument panel and selections displayed on RMUs.	No	Yes	C	B
	23 Comm	Active and Standby COM frequencies displayed only on RMUs.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	23 Comm	CLR DLY switch functionality controlled by Radio Control Hot Bus switch on Clearance Delivery Head panel located on upper pedestal.	No	Yes	A	A
	23 Comm	No provision for ADS-C and CPDLC (VDL Mode 2).	No	Yes	A	A
	23 Comm	GTC HF radio (optional) tuning functionality and control on HF radio panel on pedestal.	No	Yes	B	A
	23 Comm	SELCAL HF/VHF PRESS FOR TEST/RESET button located on pedestal.	No	Yes	A	A
	23 Comm	PA functionality and selection moved from GTC to ACP.	No	Yes	B	A
	23 Comm	Intercom functionality and selection moved from GTC to ACP.	No	Yes	B	A
	23 Comm	Transmit and receive selection moved from GTC to ACP.	No	Yes	B	A
	23 Comm	L/R Oxygen Mask Mic selection moved from pilot and copilot switch panels to ACPs and relabeled PAX OXY/AUTO.	No	Yes	A	A
	23 Comm	RADIO CTL HOT BUS SW/IND added.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	23 Comm	Optional Satellite Phone Handset on pedestal.	No	Yes	A	A
	23 Comm	No record and playback of clearances capability.	No	No	A	A
	23 Comm	EMER COM switch functionality differs.	No	Yes	B	A
	23 Comm (Phase III)	Services/ACARS functionality *not available*.	No	No	A	A
	23 Comm (Phase III)	FANS 1/A+/CPDLC functionality *not available*.	No	No	A	A
	23 Comm (Phase III)	VHF Comm Station Name*not available.	No	No	A	A
	23 Comm (Phase III)	Keypad Iridium functionality *not available*.	No	No	A	A
	23 Comm (Phase III)	Flightstream 510 *not available*.	No	No	A	A
	24 Electrics	ELECTRICAL panel moved from pedestal to Pilot Switch Panel.	No	No	A	A
	24 Electrics	EMER BATT switch for STBY INSTR changed to SW/IND.	No	Yes	B	A
	24 Electrics	27 or 38 Amp-Hour NiCad or 28 Amp-Hour lead acid batteries are available. No battery heater.	No	Yes	A	A
	24 Electrics	Emergency Bus load shedding/distribution.	No	Yes	B	A
	24 Electrics	CAB PWR SW/IND located on Co-Pilot's sidewall.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	24 Electrics	CBP, CB location on panels reassigned.	No	No	A	A
	24 Electrics	Electrical synoptic page accessed via DU bezel keys and different format.	No	Yes	A	A
	25 Equipment and Furnishings	ELT does not have Global Positioning System (GPS). ELT switch panel and indicator light located on separate panel on pedestal.	No	No	A	A
	26 Fire	Engine and APU switches and panels relocated on pedestal.	No	No	A	A
	26 Fire	Crew Warning Panel/RMU indications installed.	No	Yes	B	A
	26 Fire	Fire test accomplished with SYS TEST/RESET rotary knob on pedestal.	No	Yes	B	A
	27 Flight Controls	Increased length control system cables. Control system operation not affected.	No	No	A	A
	27 Flight Controls	EICAS and Synoptic Indications of: aileron trim; rudder trim; pitch trim; flaps; and, spoilers different.	No	Yes	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	27 Flight Controls	SPLN RESET and FLAP RESET functionality on rotary test knob located on SYS TEST/RESET panel on throttle quadrant.	No	Yes	A	A
	27 Flight Controls	PIT TRIM BIAS switch moved to throttle quadrant.	No	No	A	A
	27 Flight Controls	PITCH TRIM/RUDDER TRIM panel relocated on pedestal.	No	No	A	A
	27 Flight Controls	RUD BOOST SW/IND relocated to throttle quadrant.	No	No	A	A
	27 Flight Controls	Pilot's and copilot's RUD PEDAL switches relocated on pilot and copilot switch panels and relabeled RUDDER PEDAL.	No	No	A	A
	27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal.	No	Yes	B	A
	28 Fuel	Fuel System difference limited to an increase in Total Usable Quantity. No change to any other system aspect.	No	No	A	A
	29 Hydraulic Power	Increase in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	30 Ice and Rain	ANTI-ICE panel moved from pedestal to center switch panel.	No	No	A	A
	30 Ice and Rain	Anti-Ice system test accomplished on SYS TEST/RESET rotary test knob on pedestal.	No	No	B	A
	31 Indicating/ Recording	Four CRT displays select key functionality on lower bezel surfaces.	No	Yes	B	B
	31 Indicating/ Recording	Summary Page and all Synoptics differ in presentation.	No	No	B	A
	31 Indicating/ Recording	EFIS differs in presentation and functionality.	No	Yes	B	A
	31 Indicating/ Recording	EICAS differs in presentation and functionality.	No	Yes	B	A
	31 Indicating/ Recording	No SVS.	No	No	A	A
	31 Indicating/ Recording	Chronometer/clock installed at both the pilot and copilot position.	No	Yes	A	A
	31 Indicating/ Recording	Advisory AOA indications located on optional stand-alone AOA gauge on instrument panel.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	31 Indicating/ Recording	CVR panel installed.	No	No	A	A
	31 Indicating/ Recording	Honeywell Stall Warning system (No vane change) PFD indications differ in presentation.	No	Yes	B	A
	31 Indicating/ Recording	Stall system test accomplished with SYS TEST/RESET rotary knob on pedestal. PFD test indications different.	No	Yes	B	A
	31 Indicating/ Recording	No Green Circle Ratio presented on airspeed indicator.	No	Yes	A	A
	31 Indicating/ Recording	Landing gear position indications moved from EICAS to GEAR/HYD panel.	No	Yes	A	A
	31 Indicating/ Recording	Optional RAAS available.	No	No	A	A
	31 Indicating/ Recording	(Optional) Electronic Checklist selected for display on MFD with MFD bezel keys.	No	Yes	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	31 Indicating/ Recording	DU REVERSION/DIM panel moved to pilot switch panel and labeled REVERSION - includes ADC/AHRS/ICSG reversion switches.	No	Yes	C	B
	31 Indicating/ Recording	DU2 and DU3 reversion controls on pilot's and copilot's glareshield.	No	Yes	C	B
	31 Indicating/ Recording	Low Speed Awareness and Overspeed cues on PFDs, color logic changed.	No	No	A	A
	31 Indicating/ Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	A	A
	31 Indicating/ Recording	VSI indication changed from a tape to an arc.	No	No	A	A
	31 Indicating/ Recording	Electronic navigation chart display not available.	No	No	A	A
	31 Indicating/ Recording	FPV now FPA and generated by the Universal FMS. Includes speed carat indication.	No	Yes	B	A
	31 Indicating/ Recording	Database management accomplished through separate Data Transfer Unit.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	31 Indicating/Recording (Phase III)	GTC Home Screen/Services and ATC Datalink options *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Utilities/Minimums display & function *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	VSPEEDS Annunciation *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Map Settings/VRP indications *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Map Settings/Aviation Tab functions*not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Avionics Settings/display chart upon landing option *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Arrival to approach transition support *not available*.	No	No	A	A
	32 Landing Gear	Longer emergency landing gear cable, no change in system operation.	No	No	A	A
	32 Landing Gear	Landing Gear handle moved from Co-Pilot's switch panel to GEAR/HYD panel.	No	No	A	A
	32 Landing Gear	Gear test accomplished with rotary test knob on pedestal.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same.	No	No	A	A
	32 Landing Gear	No Synoptic presentation of AUX HYD or HYD XFLOW indications.	No	No	A	A
	33 Lights	Exterior light control; no smoking/belts; and Emergency light switches moved from overhead light switch panel to center switch panel.	No	Yes	A	A
	33 Lights	Lights test accomplished with rotary knob on pedestal. Also runs audio test.	No	Yes	B	A
	34 Navigation	Some of the pilot's and copilot's Garmin's DU softkeys and GTCs functions replaced by Pilot/Co-Pilot's PFD Display Controllers.	No	Yes	C	B
	34 Navigation	Honeywell's AHRS replaces Garmin's integrated AHRS system.	No	Yes	A	A
	34 Navigation	Pilot's and copilot's PFD display options controlled by PFD Display Controllers.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	34 Navigation	Tuning of Navigation radios via RMUs. Audio portion of Nav radios controlled via ACPs located on pilot and copilot instrument panels.	No	Yes	C	B
	34 Navigation	No automatic reversion of ADCs during malfunctions.	No	Yes	B	A
	34 Navigation	ADC test added, not a BIT test. Test completed with rotary test switch located on pedestal.	No	Yes	B	A
	34 Navigation	Traditional round gauges replace Integrated Electronic Standby for Airspeed, Attitude and Altitude. Standby navigation accomplished on RMU.	No	Yes	B	B
	34 Navigation	PFD's Nav Source, Course and bearing pointers controlled via Pilot/Co-Pilot PFD display Controllers located on glareshield.	No	Yes	B	A
	34 Navigation	Transponder, no auto select function for ground and airborne ops.	No	Yes	A	A
	34 Navigation	Different weather radar with panel located on pedestal. No lightning or turbulence detection.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	34 Navigation	Universal FMS CDUs located on pedestal. Operation and functionality different.	No	Yes	C	C
	34 Navigation	No PFD insert map to display traffic or navigation.	No	No	A	A
	34 Navigation	Universal FMS uses GPS, VOR and DME/DME capability. (Garmin uses GPS and SBAS WAAS only).	No	Yes	A	A
	34 Navigation	WAAS/LPV optional equipment on Universal FMS. Operation and functionality different.	No	Yes	A	A
	34 Navigation	No reactive wind shear detection and guidance.	No	No	A	A
	34 Navigation	No MFD Auto-Zoom.	No	No	A	A
	34 Navigation	MFD joystick provides FMS position input and control of some MFD displays.	No	Yes	A	A
	34 Navigation	Optional TOLD data base housed in Universal FMS. Operation and functionality different.	No	No	B	B
	34 Navigation	No Nav to Nav transfer for VOR/ILS approaches.	No	No	B	B
	34 Navigation	ACSS TCAS II (previously Garmin). PFD indications and guidance different.	No	Yes	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	34 Navigation	Honeywell's GPWS (previously Garmin TAWS-A). PFD/MFD indications different.	No	Yes	A	A
	34 Navigation	GPWS control panel with G/S, FLAP, STEEP APPR and TERR override switched located on throttle quadrant.  GPWS test on rotary test switch replaces TAWS test on System Test page of GT.	No	Yes	B	B
	34 Navigation (Phase III)	Active Flight Plan/Controls and functionality *not available*.	No	No	A	A
	34 Navigation (Phase III)	Active Flight Plan/Standby Flight Plan functionality *not available*.	No	No	A	A
	34 Navigation (Phase III)	FPAR Cue controls *not available*.	No	No	A	A
	34 Navigation (Phase III)	PROC/VFR approach functions *not available*.	No	No	A	A
	34 Navigation (Phase III)	Flight Plan/VNAV/FLC functionality and controls *not available*.	No	No	A	A
	34 Navigation (Phase III)	TOLD functions Landing Data functionality *not available*.	No	No	A	A
	34 Navigation (Phase III)	Transponder/Layout & controls *not available*.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 45</b>						
	35 Oxygen	6 dual masks drop (was 5) Oxygen chart in AFM and Pilot's manual changed.	No	No	A	A
	35 Oxygen	Oxygen synoptic page accessed via DU bezel keys. Format and information displayed is different.	No	Yes	A	A
	35 Oxygen	PAX OXY/PRESS panel relocated on pedestal moved to copilot switch panel and relabeled PAX OXYGEN.	No	No	A	A
	45 Central Maintenance System	No Wi-Fi Iridium out. Maintenance data accessed with laptop via port in lower pedestal.	No	No	A	A
	46 Information Systems	No capability to display electronic flight charts or AOPA airport directory.	No	No	A	A
	46 Information Systems	No graphical map capability.	No	No	A	A
	46 Information Systems	Not capable of XM or international weather presentation.	No	No	A	A
	46 Information Systems (Phase III)	Map Settings/functionality and controls *not available*.	No	No	A	A
	46 Information Systems (Phase III)	Map Pointer Control/Touchpad pan/zoom *not available*.	No	No	A	A
	46 Information Systems (Phase III)	Weather Radar/functionality and layout *not available*.	No	No	A	A

FROM BASE AIRCRAFT: Learjet 70  TO RELATED AIRCRAFT: Learjet 45	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	52 Doors	Fuel quantity increase relocated gravity fuel fill door, no operational impact.	No	No	A	A
	70 Powerplant	L and R Engine controls relocated on pedestal.	No	No	A	A
	70 Powerplant	TFE 731-20 AR or BR engines decreased thrust from 3850 lbs. to 3500 lbs. or 3650 lbs. with APR active.	No	No	A	A

This Maneuver Differences table, from the Learjet 70 to the Learjet 45 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 70</b>  <b>TO RELATED AIRCRAFT: Learjet 45</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes.	No	No	A	A

This Design Differences table, from the Learjet 70 to the Learjet 40 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers. Learjet 70 G5000 Phase III to Learjet 40 differences are integrated into this table and identified in parenthesis.

<b>FROM BASE AIRCRAFT: Learjet 70  TO RELATED AIRCRAFT: Learjet 40</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	Aircraft General	Flight Deck panel layout differs from Learjet 75 (Garmin) to accommodate Honeywell Primus 1000 suite.	No	No	A	A
	Aircraft General	Relocated flight deck panels.	No	No	A	A
	Aircraft General	Smaller Winglets.	No	No	A	A
	Aircraft General	Passenger cabin differs.	No	No	A	A
	Weights	Max Ramp Weight increased to 21,750 lbs. Max Takeoff Weight increased to 21,500 lbs.	No	No	A	A
	21 ECS	ENVIRONMENTAL CONTROL panel resized and reconfigured.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	21 ECS	PRESSURIZATION panel configuration. PAX/OXY PRESS panel relocated. APU BLEED switch located on Pressurization panel. L/R BLEED, EMER PRESS, PACK, HIFLOW switches located on lower instrument panel.	No	No	A	A
	21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page accessed with DU bezel keys and format different.	No	Yes	A	A
	22 AFCS	GMC replaced by FGC Panel.	No	Yes	C	C
	22 AFCS	Flight Director Modes same as G5000 except Speed versus FLC. No Takeoff Mode (TO).	No	Yes	C	B
	22 AFCS	Autopilot servos, yaw damper and rudder boost (Manufacturer differs, operation the same).	No	No	A	A
	22 AFCS	FD button only disengages flight director. It does not engage the flight director.	No	Yes	B	A
	22 AFCS	No UP/DOWN wheel on FGC panel.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	22 AFCS	FGC panel – ALT knob now called ASEL.	No	No	A	A
	22 AFCS	Autopilot engage/disengage logic is different.	No	Yes	B	A
	23 Comm	Communication and navigation radio functions selected and displayed at RMUs on instrument panel.	No	Yes	C	B
	23 Comm	Audio Management functionality selected on separate ACP located on instrument panel and selections displayed on RMUs.	No	Yes	C	B
	23 Comm	Active and Standby COM frequencies displayed only on RMUs.	No	Yes	B	A
	23 Comm	CLR DLY switch functionality controlled by Radio Control Hot Bus switch on Clearance Delivery Head panel located on upper pedestal.	No	Yes	A	A
	23 Comm	No provision for ADS-C and CPDLC (VDL Mode 2).	No	Yes	A	A
	23 Comm	GTC HF radio (optional) tuning functionality and control on HF radio panel on pedestal.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	23 Comm	SELCAL HF/VHF PRESS FOR TEST/RESET button located on pedestal.	No	Yes	A	A
	23 Comm	PA functionality and selection moved from GTC to ACP.	No	Yes	B	A
	23 Comm	Intercom functionality and selection moved from GTC to ACP.	No	Yes	B	A
	23 Comm	Transmit and receive selection moved from GTC to ACP.	No	Yes	B	A
	23 Comm	L/R Oxygen Mask Mic selection moved from pilot and copilot switch panels to ACPs and relabeled PAX OXY/AUTO.	No	Yes	A	A
	23 Comm	RADIO CTL HOT BUS SW/IND added.	No	Yes	B	A
	23 Comm	Optional Satellite Phone Handset on pedestal.	No	Yes	A	A
	23 Comm	No record and playback of clearances capability.	No	No	A	A
	23 Comm	EMER COM switch functionality differs.	No	Yes	B	A
	23 Comm (Phase III)	Services/ACARS functionality *not available*.	No	No	A	A
	23 Comm (Phase III)	FANS 1/A+/CPDLC functionality*not available*.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	23 Comm (Phase III)	VHF Comm Station Name *not available*.	No	No	A	A
	23 Comm (Phase III)	Keypad Iridium functionality *not available*.	No	No	A	A
	23 Comm (Phase III)	Flightstream 510 *not available*.	No	No	A	A
	24 Electrics	ELECTRICAL panel moved from pedestal to Pilot Switch Panel.	No	No	A	A
	24 Electrics	EMER BATT switch for STBY INSTR changed to SW/IND.	No	Yes	B	A
	24 Electrics	27 or 38 Amp-Hour NiCad or 28 Amp-Hour lead acid batteries are available. No battery heater.	No	Yes	A	A
	24 Electrics	Emergency Bus load shedding/distribution.	No	Yes	B	A
	24 Electrics	CAB PWR SW/IND located on Co-Pilot's sidewall.	No	No	A	A
	24 Electrics	CBP, CB location on panels reassigned.	No	No	A	A
	24 Electrics	Electrical synoptic page accessed via DU bezel keys and different format.	No	Yes	A	A
	25 Equipment and Furnishings	ELT does not have GPS. ELT switch panel and indicator light located on separate panel on pedestal.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	26 Fire	Engine and APU switches and panels relocated on pedestal.	No	No	A	A
	26 Fire	Crew Warning Panel/RMU indications installed.	No	Yes	B	A
	26 Fire	Fire test accomplished with SYS TEST/RESET rotary knob on pedestal.	No	Yes	B	A
	27 Flight Controls	EICAS and Synoptic Indications of: aileron trim; rudder trim; pitch trim; flaps; and, spoilers different.	No	Yes	A	A
	27 Flight Controls	SPLN RESET and FLAP RESET functionality on rotary test knob located on SYS TEST/RESET panel on throttle quadrant.	No	Yes	A	A
	27 Flight Controls	PIT TRIM BIAS switch moved to throttle quadrant.	No	No	A	A
	27 Flight Controls	PITCH TRIM/RUDDER TRIM panel relocated on pedestal.	No	No	A	A
	27 Flight Controls	RUD BOOST SW/IND relocated to throttle quadrant.	No	No	A	A
	27 Flight Controls	Pilot's and copilot's RUD PEDAL switches relocated on pilot and copilot switch panels and relabeled RUDDER PEDAL.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal.	No	Yes	B	A
	30 Ice and Rain	ANTI-ICE panel moved from pedestal to center switch panel.	No	No	A	A
	30 Ice and Rain	Anti-Ice system test accomplished on SYS TEST/RESET rotary test knob on pedestal.	No	No	B	A
	31 Indicating/Recording	Four CRT displays select key functionality on lower bezel surfaces.	No	Yes	B	B
	31 Indicating/Recording	Summary Page and all Synoptics differ in presentation.	No	No	B	A
	31 Indicating/Recording	EFIS differs in presentation and functionality.	No	Yes	B	A
	31 Indicating/Recording	EICAS differs in presentation and functionality.	No	Yes	B	A
	31 Indicating/Recording	No SVS.	No	No	A	A
	31 Indicating/Recording	Chronometer/clock installed at both the pilot and copilot position.	No	Yes	A	A
	31 Indicating/Recording	Advisory AOA indications located on optional stand-alone AOA gauge on instrument panel.	No	No	A	A
	31 Indicating/Recording	CVR panel installed.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	31 Indicating/Recording	Honeywell Stall Warning system (No vane change) PFD indications differ in presentation.	No	Yes	B	A
	31 Indicating/Recording	Stall system test accomplished with SYS TEST/RESET rotary knob on pedestal. PFD test indications different.	No	Yes	B	A
	31 Indicating/Recording	No Green Circle Ratio presented on airspeed indicator.	No	Yes	A	A
	31 Indicating/Recording	Landing gear position indications moved from EICAS to GEAR/HYD panel.	No	Yes	A	A
	31 Indicating/Recording	Optional RAAS available.	No	No	A	A
	31 Indicating/Recording	(Optional) Electronic Checklist selected for display on MFD with MFD bezel keys.	No	Yes	A	A
	31 Indicating/Recording	DU REVERSION/DIM panel moved to pilot switch panel and labeled REVERSION - includes ADC/AHRS/ICSG reversion switches.	No	Yes	C	B
	31 Indicating/Recording	DU2 and DU3 reversion controls on pilot's and copilot's glareshield.	No	Yes	C	B

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	31 Indicating/Recording	Low Speed Awareness and Overspeed cues on PFDs, color logic changed.	No	No	A	A
	31 Indicating/Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	A	A
	31 Indicating/Recording	VSI indication changed from a tape to an arc.	No	No	A	A
	31 Indicating/Recording	Electronic navigation chart display not available.	No	No	A	A
	31 Indicating/Recording	FPV now FPA and generated by the Universal FMS. Includes speed carat indication.	No	Yes	B	A
	31 Indicating/Recording	Database management accomplished through separate Data Transfer Unit.	No	No	A	A
	31 Indicating/Recording (Phase III)	GTC Home Screen/Services and ATC Datalink options *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Utilities/Minimums display & function *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	VSPEEDS Annunciation *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Map Settings/VRP indications *not available*.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	31 Indicating/Recording (Phase III)	Map Settings/Aviation Tab functions*not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Avionics Settings/display chart upon landing option *not available*.	No	No	A	A
	31 Indicating/Recording (Phase III)	Arrival to approach transition support *not available*.	No	No	A	A
	32 Landing Gear	GEAR/HYD panel moved from center switch panel to co-pilot switch panel.	No	No	A	A
	32 Landing Gear	Landing Gear handle moved from Co-Pilot's switch panel to GEAR/HYD panel.	No	No	A	A
	32 Landing Gear	Gear test accomplished with rotary test knob on pedestal.	No	Yes	B	A
	32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same.	No	No	A	A
	32 Landing Gear	No Synoptic presentation of AUX HYD or HYD XFLOW indications.	No	No	A	A
	33 Lights	Exterior light control; no smoking/belts; and Emergency light switches moved from overhead light switch panel to center switch panel.	No	Yes	A	A

FROM BASE AIRCRAFT: Learjet 70  TO RELATED AIRCRAFT: Learjet 40	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	33 Lights	Lights test accomplished with rotary knob on pedestal. Also runs audio test.	No	Yes	B	A
	34 Navigation	Some of the pilot's and copilot's Garmin's DU softkeys and GTCs functions replaced by Pilot/Co-Pilot's PFD Display Controllers.	No	Yes	C	B
	34 Navigation	Honeywell's AHRS replaces Garmin's integrated AHRS system.	No	Yes	A	A
	34 Navigation	Pilot's and copilot's PFD display options controlled by PFD Display Controllers.	No	Yes	B	A
	34 Navigation	Tuning of Navigation radios via RMUs. Audio portion of Nav radios controlled via ACPs located on pilot and copilot instrument panels.	No	Yes	C	B
	34 Navigation	No automatic reversion of ADCs during malfunctions.	No	Yes	B	A
	34 Navigation	ADC test added, not a BIT test. Test completed with rotary test switch located on pedestal.	No	Yes	B	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	34 Navigation	Traditional round gauges replace Integrated Electronic Standby for Airspeed, Attitude, and Altitude. Standby navigation accomplished on RMU.	No	Yes	B	B
	34 Navigation	PFD's Nav Source, Course and bearing pointers controlled via Pilot/Co-Pilot PFD display Controllers located on glareshield.	No	Yes	B	A
	34 Navigation	Transponder, no auto select function for ground and airborne ops.	No	Yes	A	A
	34 Navigation	Different weather radar with panel located on pedestal. No lightning or turbulence detection.	No	Yes	B	A
	34 Navigation	Universal FMS CDUs located on pedestal. Operation and functionality different.	No	Yes	C	C
	34 Navigation	No PFD insert map to display traffic or navigation.	No	No	A	A
	34 Navigation	Universal FMS uses GPS, VOR and DME/DME capability. (Garmin uses GPS and SBAS WAAS only).	No	Yes	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	34 Navigation	WAAS/LPV optional equipment on Universal FMS. Operation and functionality different.	No	Yes	A	A
	34 Navigation	No reactive wind shear detection and guidance.	No	No	A	A
	34 Navigation	No MFD Auto-Zoom.	No	No	A	A
	34 Navigation	MFD joystick provides FMS position input and control of some MFD displays.	No	Yes	A	A
	34 Navigation	Optional TOLD data base housed in Universal FMS. Operation and functionality different.	No	No	B	B
	34 Navigation	No Nav to Nav transfer for VOR/ILS approaches.	No	No	B	B
	34 Navigation	ACSS TCAS II (previously Garmin). PFD indications and guidance different.	No	Yes	A	A
	34 Navigation	Honeywell's GPWS (previously Garmin TAWS-A). PFD/MFD indications different.	No	Yes	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	34 Navigation	GPWS control panel with G/S, FLAP, STEEP APPR and TERR override switched located on throttle quadrant.  GPWS test on rotary test switch replaces TAWS test on System Test page of GT.	No	Yes	B	B
	34 Navigation (Phase III)	Active Flight Plan/Controls and functionality *not available*.	No	No	A	A
	34 Navigation (Phase III)	Active Flight Plan/Standby Flight Plan functionality *not available*.	No	No	A	A
	34 Navigation (Phase III)	FPAR Cue controls *not available*.	No	No	A	A
	34 Navigation (Phase III)	PROC/VFR approach functions *not available*.	No	No	A	A
	34 Navigation (Phase III)	Flight Plan/VNAV/FLC functionality and controls *not available*.	No	No	A	A
	34 Navigation (Phase III)	TOLD functions Landing Data functionality *not available*.	No	No	A	A
	34 Navigation (Phase III)	Transponder/Layout & controls *not available*.	No	No	A	A
	35 Oxygen	Oxygen synoptic page accessed via DU bezel keys. Format and information displayed is different.	No	Yes	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 40</b>						
	35 Oxygen	PAX OXY/PRESS panel relocated on pedestal moved to copilot switch panel and relabeled PAX OXYGEN.	No	No	A	A
	45 Central Maintenance System	No Wi-Fi Iridium out. Maintenance data accessed with laptop via port in lower pedestal.	No	No	A	A
	46 Information Systems	No capability to display electronic flight charts or AOPA airport directory.	No	No	A	A
	46 Information Systems	No graphical map capability.	No	No	A	A
	46 Information Systems	Not capable of XM or international weather presentation.	No	No	A	A
	46 Information Systems (Phase III)	Map Settings/functionality and controls *not available*.	No	No	A	A
	46 Information Systems (Phase III)	Map Pointer Control/Touchpad pan/zoom *not available*.	No	No	A	A
	46 Information Systems (Phase III)	Weather Radar/functionality and layout *not available*.	No	No	A	A
	70 Powerplant	L and R Engine controls relocated on pedestal.	No	No	A	A
	70 Powerplant	TFE 731-20 AR or BR engines decreased thrust from 3850 lbs. to 3500 lbs. or 3650 lbs. with APR active.	No	No	A	A

This Maneuver Differences table, from the Learjet 70 to the Learjet 40 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 70</b>  <b>TO RELATED AIRCRAFT: Learjet 40</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes.	No	No	A	A

This Design Differences table, from the Learjet 75 G5000 Phase III to the Learjet 70 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 75 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	Dimensions	Overall Length Reduced 23.55 inches.	No	No	A	A
	6 Dimensions and Areas	Fuselage length reduction requires new formulas for W&B.	No	No	A	A
	9 Towing and Taxiing	Fuselage length reduction results in smaller turning radius, no operational impact.	No	No	A	A
	11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity reduction.	No	No	A	A
	21 Air Conditioning	Removal of 2 gaspers. Reduction in length of main cabin condition air ducting. Reduction in length vacuum line (pressurization, outflow valve control). System operation not affected.	No	No	A	A
	23 Comm	Antenna relocation results in no change to system operation.	No	No	A	A
	23 Comm	Services/ACARS functionality *not available*.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	23 Comm	FANS 1/A+/CPDLC functionality *not available*.	No	No	A	A
	23 Comm	VHF Comm Station Name *not available*.	No	No	A	A
	23 Comm	Keypad Iridium functionality *not available*.	No	No	A	A
	23 Comm	Flightstream 510 *not available*.	No	No	A	A
	27 Flight Controls	Reduced length control system cables. Control system operation not affected.	No	No	A	A
	28 Fuel	Fuel System difference limited to a reduction in Total Useable Quantity. No change to any other system aspect.	No	No	A	A
	29 Hydraulic Power	Reductions in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	A	A
	32 Landing Gear	Shorter emergency landing gear cable, no change in system operation.	No	No	A	A
	33 Lights	Interior lights are LED-based, no operational impact.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	34 Navigation	EGPWS, TCAS 2000 and ELT are installation standards, no operational differences from optional (STC) installations.	No	No	A	A
	34 Navigation	Active Flight Plan/Controls and functionality *not available*.	No	No	A	A
	34 Navigation	Active Flight Plan/Standby Flight Plan functionality *not available*.	No	No	A	A
	34 Navigation	FPAR Cue controls *not available*.	No	No	A	A
	34 Navigation	PROC/VFR approach functions *not available*.	No	No	A	A
	34 Navigation	Flight Plan/VNAV/FLC functionality and controls.	No	No	B	B
	34 Navigation	TOLD functions Landing Data functionality *not available*.	No	No	A	A
	34 Navigation	Transponder/Layout & controls.	No	No	B	B
	31 Indicating/Recording	GTC Home Screen/Services and ATC Datalink options *not available*.	No	No	A	A
	31 Indicating/Recording	Utilities/Minimums display & function.	No	No	B	B
	31 Indicating/Recording	VSPEEDS Annunciation *not available*.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75 G5000 Phase III  TO RELATED AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	31 Indicating/Recording	Map Settings/VRP indications *not available*.	No	No	A	A
	31 Indicating/Recording	Map Settings/Aviation Tab functions*not available*.	No	No	A	A
	31 Indicating/Recording	Avionics Settings/display chart upon landing option *not available*.	No	No	A	A
	31 Indicating/Recording	Arrival to approach transition support *not available*.	No	No	A	A
	46 Information Systems	Map Settings/functionality and controls *not available*.	No	No	A	A
	46 Information Systems	Map Pointer Control/Touchpad pan/zoom *not available*.	No	No	A	A
	46 Information Systems	Weather Radar/functionality and layout.	No	No	A	A
	35 Oxygen	5 dual masks drop (was 6). Oxygen chart in AFM and Pilot's manual changed.	No	No	A	A
	52 Doors	Fuel quantity reduction relocated gravity fuel fill door, no operational impact.	No	No	A	A

This Maneuver Differences table, from the Learjet 70 G5000 Phase III to the Learjet 75 G5000 Phase III lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 75 G5000 Phase III</b>  <b>TO RELATED AIRCRAFT: Learjet 70</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Change.	No	No	A	A

This Design Differences table, from the Learjet 70 G5000 Phase III to the Learjet 75 G5000 Phase III lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

FROM BASE AIRCRAFT: Learjet 70 G5000 Phase III  TO RELATED AIRCRAFT: Learjet 75 G5000 Phase III	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Weights	Maximum Zero Fuel Weight 16,500 lbs. (aircraft modified by SB 75-11-1).	No	No	A	A
	Dimensions	Overall Length increased 23.55 inches.	No	No	A	A
	6 Dimensions and Areas	Fuselage length increased requires new formulas for W&B.	No	No	A	A
	9 Towing and Taxiing	Fuselage length increase results in bigger turning radius, no operational impact.	No	No	A	A
	11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity increase.	No	No	A	A
	21 Air Conditioning	Addition of 2 gaspers. Increase in length of main cabin condition air ducting. Increase in length vacuum line (pressurization, outflow valve control). System operation not affected.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70 G5000 Phase III</b>  <b>TO RELATED AIRCRAFT: Learjet 75 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	23 Comm	Antenna relocation results in no change to system operation.	No	No	A	A
	27 Flight Controls	Increased length control system cables. Control system operation not affected.	No	No	A	A
	28 Fuel	Fuel System difference limited to an increase in Total Useable Quantity. No change to any other system aspect.	No	No	A	A
	29 Hydraulic Power	Increase in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	A	A
	35 Oxygen	6 dual masks drop (was 5) Oxygen chart in AFM and Pilot's manual changed.	No	No	A	A
	52 Doors	Fuel quantity increase relocated gravity fuel fill door, no operational impact.	No	No	A	A

This Maneuver Differences table, from the Learjet 70 G5000 Phase III to the Learjet 75 G5000 Phase III lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 70 G5000 Phase III</b>  <b>TO RELATED AIRCRAFT: Learjet 75 G5000 Phase III</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes.	No	No	A	A

This Design Differences table, from the Learjet 70 G5000 Phase III to the Learjet 75 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 70 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	Weights	Maximum Zero Fuel Weight 16,500 lbs. (aircraft modified by SB 75-11-1).	No	No	A	A
	Dimensions	Overall Length increased 23.55 inches.	No	No	A	A
	6 Dimensions and Areas	Fuselage length increased requires new formulas for W&B.	No	No	A	A
	9 Towing and Taxiing	Fuselage length increase results in bigger turning radius, no operational impact.	No	No	A	A
	11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity increase.	No	No	A	A
	21 Air Conditioning	Addition of 2 gaspers. Increase in length of main cabin condition air ducting. Increase in length vacuum line (pressurization, outflow valve control). System operation not affected.	No	No	A	A
	23 Comm	Antenna relocation results in no change to system operation.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	23 Comm	Services/ACARS functionality *not available*.	No	No	A	A
	23 Comm	FANS 1/A+/CPDLC functionality *not available*.	No	No	A	A
	23 Comm	VHF Comm Station Name *not available*.	No	No	A	A
	23 Comm	Keypad Iridium functionality *not available*.	No	No	A	A
	23 Comm	Flightstream 510 *not available*.	No	No	A	A
	27 Flight Controls	Increased length control system cables. Control system operation not affected.	No	No	A	A
	28 Fuel	Fuel System difference limited to an increase in Total Useable Quantity. No change to any other system aspect.	No	No	A	A
	29 Hydraulic Power	Increase in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	A	A
	31 Indicating/Recording	Utilities/Minimums display & function.	No	No	A	A
	31 Indicating/Recording	GTC Home Screen/Services and ATC Datalink options *not available*.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	31 Indicating/Recording	Utilities/Minimums display & function.	No	No	B	A
	31 Indicating/Recording	VSPEEDS Annunciation *not available*.	No	No	A	A
	31 Indicating/Recording	Map Settings/VRP indications *not available*.	No	No	A	A
	31 Indicating/Recording	Map Settings/Aviation Tab functions*not available*.	No	No	A	A
	31 Indicating/Recording	Avionics Settings/display chart upon landing option *not available*.	No	No	A	A
	31 Indicating/Recording	Arrival to approach transition support *not available*.	No	No	A	A
	34 Navigation	Active Flight Plan/Controls and functionality *not available*.	No	No	A	A
	34 Navigation	Active Flight Plan/Standby Flight Plan functionality *not available*.	No	No	A	A
	34 Navigation	FPAR Cue controls *not available*.	No	No	A	A
	34 Navigation	PROC/VFR approach functions *not available*.	No	No	A	A
	34 Navigation	Flight Plan/VNAV/FLC functionality and controls.	No	No	B	B
	34 Navigation	TOLD functions Landing Data functionality *not available*.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	34 Navigation	Transponder/Layout & controls.	No	No	B	A
	35 Oxygen	6 dual masks drop (was 5) Oxygen chart in AFM and Pilot's manual changed.	No	No	A	A
	46 Information Systems	Map Settings/functionality and controls *not available*.	No	No	A	A
	46 Information Systems	Map Pointer Control/Touchpad pan/zoom *not available*.	No	No	A	A
	46 Information Systems	Weather Radar/functionality and layout.	No	No	A	A
	52 Doors	Fuel quantity increase relocated gravity fuel fill door, no operational impact.	No	No	A	A

This Maneuver Differences table, from the Learjet 70 G5000 Phase III to the Learjet 75 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 70 G5000 Phase III</b>  <b>TO RELATED AIRCRAFT: Learjet 75</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes.	No	No	A	A

This Design Differences table, from the Learjet 75 G5000 Phase III to the Learjet 70 G5000 Phase III lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 75 G5000 Phase III</b>  <b>TO RELATED AIRCRAFT: Learjet 70 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	Dimensions	Overall Length Reduced 23.55 inches.	No	No	A	A
	6 Dimensions and Areas	Fuselage length reduction requires new formulas for W&B.	No	No	A	A
	9 Towing and Taxiing	Fuselage length reduction results in smaller turning radius, no operational impact.	No	No	A	A
	11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity reduction.	No	No	A	A
	21 Air Conditioning	Removal of 2 gaspers. Reduction in length of main cabin condition air ducting. Reduction in length vacuum line (pressurization, outflow valve control). System operation not affected.	No	No	A	A
	23 Comm	Antenna relocation results in no change to system operation.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75 G5000 Phase III</b>  <b>TO RELATED AIRCRAFT: Learjet 70 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	27 Flight Controls	Reduced length control system cables. Control system operation not affected.	No	No	A	A
	28 Fuel	Fuel System difference limited to a reduction in Total Useable Quantity. No change to any other system aspect.	No	No	A	A
	29 Hydraulic Power	Reductions in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	A	A
	32 Landing Gear	Shorter emergency landing gear cable, no change in system operation.	No	No	A	A
	33 Lights	Interior lights are LED-based, no operational impact.	No	No	A	A
	34 Navigation	EGPWS, TCAS 2000 and ELT are installation standards, no operational differences from optional (STC) installations.	No	No	A	A
	35 Oxygen	5 dual masks drop (was 6). Oxygen chart in AFM and Pilot's manual changed.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75 G5000 Phase III</b>  <b>TO RELATED AIRCRAFT: Learjet 70 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	52 Doors	Fuel quantity reduction relocated gravity fuel fill door, no operational impact.	No	No	A	A

This Design Differences table, from the Learjet 75 G5000 Phase III to the Learjet 70 G5000 Phase III lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 75 G5000 Phase III</b>  <b>TO RELATED AIRCRAFT: Learjet 70 G5000 Phase III</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes.	No	No	A	A

This Design Differences table, from the Learjet 75 G5000 Phase III to the Learjet 75 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 75 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	23 Comm	Services/ACARS functionality *not available*.	No	No	A	A
	23 Comm	FANS 1/A+/CPDLC functionality *not available*.	No	No	A	A
	23 Comm	VHF Comm Station Name *not available*.	No	No	A	A
	23 Comm	Keypad Iridium functionality*not available*.	No	No	A	A
	23 Comm	Flightstream 510 *not available*.	No	No	A	A
	31 Indicating/Recording	GTC Home Screen/Services and ATC Datalink options*not available*.	No	No	A	A
	31 Indicating/Recording	Utilities/Minimums display & function.	No	No	B	A
	31 Indicating/Recording	VSPEEDS Annunciation *not available*.	No	No	A	A
	31 Indicating/Recording	Map Settings/VRP indications *not available*.	No	No	A	A
	31 Indicating/Recording	Map Settings/Aviation Tab functions*not available*.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 75 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75</b>						
	31 Indicating/Recording	Avionics Settings/display chart upon landing option *not available*.	No	No	A	A
	31 Indicating/Recording	Arrival to approach transition support *not available*.	No	No	A	A
	34 Navigation	Active Flight Plan/Controls and functionality *not available*.	No	No	A	A
	34 Navigation	Active Flight Plan/Standby Flight Plan functionality *not available*.	No	No	A	A
	34 Navigation	FPAR Cue controls *not available*.	No	No	A	A
	34 Navigation	PROC/VFR approach functions *not available*.	No	No	A	A
	34 Navigation	Flight Plan/VNAV/FLC functionality and controls.	No	No	B	A
	34 Navigation	TOLD functions Landing Data functionality *not available*.	No	No	A	A
	34 Navigation	Transponder/Layout & controls.	No	No	B	A
	46 Information Systems	Map Settings/functionality and controls *not available*.	No	No	A	A
	46 Information Systems	Map Pointer Control/Touchpad pan/zoom *not available*.	No	No	A	A
	46 Information Systems	Weather Radar/functionality and layout	No	No	A	A

This Maneuver Differences table, from the Learjet 75 G5000 Phase III to the Learjet 75 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 75 G5000 Phase III</b>  <b>TO RELATED AIRCRAFT: Learjet 75</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes.	No	No	A	A

This Design Differences table, from the Learjet 70 to the Learjet 75 G5000 Phase III lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75 G5000 Phase III</b>						
	Weights	Maximum Zero Fuel Weight 16,500 lbs. (aircraft modified by SB 75-11-1).	No	No	A	A
	Dimensions	Overall Length increased 23.55 inches.	No	No	A	A
	6 Dimensions and Areas	Fuselage length increased requires new formulas for W&B.	No	No	A	A
	9 Towing and Taxiing	Fuselage length increase results in bigger turning radius, no operational impact.	No	No	A	A
	11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity increase.	No	No	A	A
	21 Air Conditioning	Addition of 2 gaspers. Increase in length of main cabin condition air ducting. Increase in length vacuum line (pressurization, outflow valve control). System operation not affected.	No	No	A	A
	23 Comm	Antenna relocation results in no change to system operation.	No	No	A	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75 G5000 Phase III</b>						
	23 Comms	Services/ACARS functionality.	No	No	B	B
	23 Comms	FANS 1/A+/CPDLC functionality.	No	No	B	B
	23 Comms	VHF Comm Station Name.	No	No	A	A
	23 Comms	Keypad Iridium functionality.	No	No	A	A
	23 Comms	Flightstream 510.	No	No	A	A
	27 Flight Controls	Increased length control system cables. Control system operation not affected.	No	No	A	A
	28 Fuel	Fuel System difference limited to an increase in Total Useable Quantity. No change to any other system aspect.	No	No	A	A
	29 Hydraulic Power	Increase in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	A	A
	31 Indicating/Recording	GTC Home Screen/Services and ATC Datalink options.	No	No	A	A
	31 Indicating/Recording	Utilities/Minimums display & function.	No	No	B	B
	31 Indicating/Recording	VSPEEDS Annunciation.	No	No	A	A
	31 Indicating/Recording	Map Settings/VRP indications.	No	No	A	A
	31 Indicating/Recording	Map Settings/Aviation Tab functions.	No	No	B	B

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 75 G5000 Phase III</b>						
	31 Indicating/Recording	Avionics Settings/display chart upon landing option.	No	No	A	A
	31 Indicating/Recording	Arrival to approach transition support.	No	No	A	A
	34 Navigation	Active Flight Plan/Controls and functionality.	No	No	B	B
	34 Navigation	Active Flight Plan/Standby Flight Plan functionality.	No	No	B	B
	34 Navigation	FPAR Cue controls.	No	No	B	B
	34 Navigation	PROC/VFR approach functions.	No	No	B	B
	34 Navigation	Flight Plan/VNAV/FLC functionality and controls.	No	No	B	B
	34 Navigation	TOLD functions Landing Data functionality.	No	No	B	B
	34 Navigation	Transponder/Layout & controls.	No	No	B	B
	35 Oxygen	6 dual masks drop (was 5) Oxygen chart in AFM and Pilot's manual changed.	No	No	A	A
	46 Information Systems	Map Settings/functionality and controls.	No	No	B	B
	46 Information Systems	Map Pointer Control/Touchpad pan/zoom.	No	No	A	A
	46 Information Systems	Weather Radar/functionality and layout.	No	No	A	A

<b>FROM BASE AIRCRAFT:</b> <b>Learjet 70</b>  <b>TO RELATED AIRCRAFT:</b> <b>Learjet 75</b> <b>G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	52 Doors	Fuel quantity increase relocated gravity fuel fill door, no operational impact.	No	No	A	A

This Maneuver Differences table, from the Learjet 70 to the Learjet 75 G5000 Phase III lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 70</b>  <b>TO RELATED AIRCRAFT: Learjet 75 G5000 Phase III</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes.	No	No	A	A

This Design Differences table, from the Learjet 70 to the Learjet 70 G5000 Phase III lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70 G5000 Phase III</b>						
	23 Comms	Services/ACARS functionality.	No	No	B	A
	23 Comms	FANS 1/A+/CPDLC functionality.	No	No	B	A
	23 Comms	VHF Comm Station Name.	No	No	A	A
	23 Comms	Keypad Iridium functionality.	No	No	A	A
	23 Comms	Flightstream 510.	No	No	A	A
	31 Indicating/Recording	GTC Home Screen/Services and ATC Datalink options.	No	No	A	A
	31 Indicating/Recording	Utilities/Minimums display & function.	No	No	B	A
	31 Indicating/Recording	VSPEEDS Annunciation.	No	No	A	A
	31 Indicating/Recording	Map Settings/VRP indications.	No	No	A	A
	31 Indicating/Recording	Map Settings/Aviation Tab functions.	No	No	B	A
	31 Indicating/Recording	Avionics Settings/display chart upon landing option.	No	No	A	A
	31 Indicating/Recording	Arrival to approach transition support.	No	No	A	A
	34 Navigation	Active Flight Plan/Controls and functionality.	No	No	B	A
	34 Navigation	Active Flight Plan/Standby Flight Plan functionality.	No	No	B	A
	34 Navigation	FPAR Cue controls.	No	No	B	A

<b>FROM BASE AIRCRAFT: Learjet 70</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70 G5000 Phase III</b>						
	34 Navigation	PROC/VFR approach functions.	No	No	B	A
	34 Navigation	Flight Plan/VNAV/FLC functionality and controls.	No	No	B	A
	34 Navigation	TOLD functions Landing Data functionality.	No	No	B	A
	34 Navigation	Transponder/Layout & controls.	No	No	B	A
	46 Information Systems	Map Settings/functionality and controls.	No	No	B	A
	46 Information Systems	Map Pointer Control/Touchpad pan/zoom.	No	No	A	A
	46 Information Systems	Weather Radar/functionality and layout.	No	No	A	A

This Maneuver Differences table, from the Learjet 70 to the Learjet 70 G5000 Phase III lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 70</b>  <b>TO RELATED AIRCRAFT: Learjet 70 G5000 Phase III</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes.	No	No	A	A

This Design Differences table, from the Learjet 70 G5000 Phase III to the Learjet 70 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 70 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	23 Comms	Services/ACARS functionality *not available*.	No	No	B	B
	23 Comms	FANS 1/A+/CPDLC functionality *not available*.	No	No	B	B
	23 Comms	VHF Comm Station Name *not available*.	No	No	A	A
	23 Comms	Keypad Iridium functionality *not available*.	No	No	A	A
	23 Comms	Flightstream 510 *not available*.	No	No	A	A
	31 Indicating/Recording	GTC Home Screen/Services and ATC Datalink options *not available*.	No	No	A	A
	31 Indicating/Recording	Utilities/Minimums display & function.	No	No	B	B
	31 Indicating/Recording	VSPEEDS Annunciation *not available*.	No	No	A	A
	31 Indicating/Recording	Map Settings/VRP indications *not available*.	No	No	A	A
	31 Indicating/Recording	Map Settings/Aviation Tab functions*not available*.	No	No	B	B

<b>FROM BASE AIRCRAFT: Learjet 70 G5000 Phase III</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: Learjet 70</b>						
	31 Indicating/Recording	Avionics Settings/display chart upon landing option *not available*.	No	No	A	A
	31 Indicating/Recording	Arrival to approach transition support *not available*.	No	No	A	A
	34 Navigation	Active Flight Plan/Controls and functionality *not available*.	No	No	B	B
	34 Navigation	Active Flight Plan/Standby Flight Plan functionality *not available*.	No	No	B	B
	34 Navigation	FPAR Cue controls *not available*.	No	No	B	B
	34 Navigation	PROC/VFR approach functions *not available*.	No	No	B	B
	34 Navigation	Flight Plan/VNAV/FLC functionality and controls.	No	No	B	B
	34 Navigation	TOLD functions Landing Data functionality *not available*.	No	No	B	B
	34 Navigation	Transponder/Layout & controls.	No	No	B	B
	46 Information Systems	Map Settings/functionality and controls *not available*.	No	No	B	B
	46 Information Systems	Map Pointer Control/Touchpad pan/zoom *not available*.	No	No	A	A
	46 Information Systems	Weather Radar/functionality and layout.	No	No	A	A

This Maneuver Differences table, from the Learjet 70 G5000 Phase III to the Learjet 70 lists the minimum differences levels operators must use to conduct differences training and checking of flight crewmembers.

<b>FROM BASE AIRCRAFT: Learjet 70 G5000 Phase III</b>  <b>TO RELATED AIRCRAFT: Learjet 70</b>	<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ACS Maneuvers	No Changes.	No	No	A	A

## **APPENDIX 4 ELECTRONIC DISPLAY OF AERONAUTICAL CHARTS, CHECKLISTS AND WEATHER (Garmin G5000)**

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### 1. Purpose and Applicability

The following is provided for the benefit of FAA Principal Inspectors and aircraft operators for their use in determining the acceptance of Electronic Flight Bag (EFB) applications. The Garmin G5000 was evaluated using AC 120-76D, Authorization for Use of Electronic Flight Bags.

### 2. Suitability Determination

The Garmin G5000 is operationally suitable for:

- Electronic Display of Aeronautical charts.
- Electronic Display of checklists (ECL).
- Weather and aeronautical information.

The 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 flightcrew.

### 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 AFM, and Garmin G5000 Integrated Avionics System Pilot’s Guide.

### 4. Specifications for Training

As a minimum, training should include use of the FMS to flight plan and use of the electronic chart functions to display the airport depiction charts, SIDs, Arrival Procedures, and approach charts. Pilots should master the weather functions to obtain METARS and TAFs for origin, destination, and alternate, airports if XM weather functions are enabled.

### 5. 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.