



U.S. Department
of Transportation
**Federal Aviation
Administration**

September 14, 2020

Garmin International Inc

Dear Garmin International Inc:

The Aircraft Evaluation Group (AEG) has reviewed your request for Supplemental Type Certificate (STC) relief that may be included in an operator's FAA approved MEL. The AEG finds your relief submission allowable as documented in the relief section of this letter. This relief is valid when an operator installs the listed STC on an aircraft that is listed in the Aircraft Model List (AML) below. No other application of this relief is allowed. The STC holder must contact the AEG when the STC is amended, revised or revoked.

Operators may use this relief letter to incorporate the relief listed below into their Minimum Equipment List (MEL) upon publication of this letter and in accordance with the MEL approval process in FAA Order 8900.1. The relief granted remains valid indefinitely with possession of this letter unless the relief is specifically revoked or revised by the Administrator.

STC Applicant	Garmin International Inc
STC Number	ST01918WI
STC Description	Installation of Garmin G5000 Integrated Flight Deck on Textron Model 560XL (Excel and XLS).
Aircraft Model List	Textron/Cessna (CE-560XL) Citation Excel, XLS

Sincerely,

Victoria Linkous
FOEB Chair,
Aircraft Evaluation Group

Approved STC Relief

System	Item	Category	Installed	Required	Remarks-Exceptions
21	AIR CONDITIONING				
21	Nose Avionics Cooling Fan (Radome Fan)	C	1	0	(O) May be inoperative provided aircraft is operated in accordance with AFMS RADOME FAN abnormal procedure.
22	AUTOFLIGHT				
22	Autopilot Disconnect Button (AP YD DISC/TRIM INT) (Failed deselected)	C	2	1	May be inoperative provided: a) Airplane is piloted from the side with operative control wheel button, b) Flying pilot remains seated with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system.
	Cont'd	B	2	0	May be inoperative provided: a) Autopilot system is considered inoperative, and b) Electric elevator trim is considered inoperative.
22	Autopilot Interrupt/Flight Director Sync Button (A/P CWS)	C	2	0	
22	Autopilot System	B	1	0	(M) May be inoperative provided: a) Autopilot system is deactivated, b) Enroute procedures and approach minimums do not require use of autopilot system, c) Cabin pressurization system is not operated in manual mode, and d) Aircraft is not operated RVSM. NOTE: White AP FAIL CAS message may be displayed.

22	Takeoff/Go-Around Button (GA)	C	2	1	
	Cont'd	C	2	0	<p>May be inoperative provided:</p> <p>a)Fight director is not used during takeoff or go-around,</p> <p>b)Autopilot system is disconnected for go-around, and</p> <p>c)A/P CWS button is operative on pilot flying side.</p> <p>NOTE: FMS missed approach procedure must be manually advanced.</p>
22	Yaw Damper	B	1	0	<p>(M) May be inoperative provided:</p> <p>a) Yaw damper is deactivated, and</p> <p>b)Autopilot system is considered inoperative.</p>
22	Flight Guidance Controller Annunciators (Failed to illuminate)				
	Altitude (ALT button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
	Approach (APPR button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
	Autopilot (AP button)	C	1	0	May be inoperative provided AP annunciation appears in PFD flight director mode box.
	Yaw Damper (YD button)	C	1	0	May be inoperative provided YD annunciation appears in PFD flight director mode box.
	Coupled Side (CPL button - left or right arrow)	C	2	0	May be inoperative provided associated green coupled arrow appears in PFD flight director mode box.
	Flight Level Change (FLC button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.

	SPD - FMS (FMS / MAN selector knob)	C	2	0	May be inoperative provided appropriate indication appears above airspeed tape on PFD.
	SPD - MAN (FMS / MAN selector knob)	C	2	0	May be inoperative provided appropriate indication appears above airspeed tape on PFD.
	Half Bank (BANK button)	C	1	0	May be inoperative provided green bank limit arc appears on PFD attitude display.
	Navigation (NAV button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
	Back Course (B/C button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
	Heading (HDG button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
	Vertical Navigation (VNAV button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
	Vertical Speed (VS button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
22	Flight Guidance Controller Function Control				
	Flight Director (FD button)	B	2	1	One may be inoperative provided button is operative on pilot flying side.
	Altitude (ALT button)	B	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Aircraft is not operated RVSM. (continued)

	ATL knob	B	1	0	May be inoperative provided a) Procedures do not require its use, b) Aircraft is not operated RVSM, and c) ATL button must be operable.
	Approach (APPR button)	B	1	0	May be inoperative provided procedures do not require its use.
	Autopilot (AP button)	B	1	0	May be inoperative provided autopilot system is considered inoperative
	Yaw Damper (YD button)	C	1	0	NOTE 1: Yaw damper may be engaged by engaging autopilot. NOTE 2: Yaw damper may be disengaged by disengaging autopilot.
	Coupled Side (CPL button)	C	1	0	May be inoperative provided arrow points to pilot flying side.
	Flight Level Change (FLC button)	C	1	0	May be inoperative provided procedures do not require its use.
	IAS/Mach Change-Over (PUSH IAS-MACH button)	D	1	0	
	Speed (SPD Knob)	C	1	0	May be inoperative provided procedures do not require its use.
	Speed Mode (FMS-MAN Selector)	C	1	0	May be inoperative or missing
	UP/DN Wheel	B	1	0	May be inoperative provided: a) A/P CWS is operative on the pilot flying side, and b) One Go-Around button is operative.
	Half Bank (BANK button)	C	1	0	

	Course (L CRS or R CRS knob)	B	2	1	One may be inoperative provided procedures do not require its use.
	Course Direct (L CRS or R CRS PUSH DIR)	C	2	0	
	Navigation (NAV button)	B	1	0	May be inoperative provided procedures do not require its use.
	Back Course (B/C button)	C	1	0	May be inoperative provided procedures do not require its use.
	Heading Sync (HDG PUSH SYNC)	C	1	0	
	Vertical Navigation (VNAV button)	B	1	0	May be inoperative provided procedures do not require its use.
	Vertical Speed (VS button)	C	1	0	May be inoperative provided procedures do not require its use.
	Heading (HDG button)	B	1	0	May be inoperative provided Autopilot System is considered inoperative.
23	COMMUNICATIONS				
23	Flight Phone / SATCOM System ***	D	-	0	May be inoperative provided procedures do not require its use.
23	ATC Data Link System (CPDLC) ***	D	-	0	May be inoperative provided procedures do not require its use.
23	Very High Frequency (VHF) Communication System	D	2	1	Any in excess of those required by 14 CFR operating rule may be inoperative provided: a) Affected system is not on an emergency bus, and b) Procedures do not require its use NOTE: VHF 1 must be operative.
23	Satellite Datalink Service ***				
	Weather	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

	Cont'd Weather	D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any function(s) that operates normally may be used.
	XM Entertainment Radio	D	-	0	
	SMS Text Message System	D	-	0	
23	Selective Call (SELCAL) (System or individual channel)				
	Cont'd	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
	Cont'd	D	2	0	May be inoperative provided procedures do not require its use.
23	Passenger Address (PA) System	D	1	0	May be inoperative provided procedures do not require its use.
23	Push-to-Talk (MIC) Switch (Failed deselected)				
	Yoke Switch	B	2	1	(O) One may be inoperative provided alternate procedures are established and used for transmitting.
	Remote Glareshield Switch ***	C	-	0	
23	EMER FREQ Switch Annunciator	C	1	0	(O) Switch annunciation may be inoperative and System used provided switch is verified operative by radio frequency indications prior to flight.
24	ELECTRICAL POWER				
24	Ground Dispatch Power System	C	1	0	
24	Ground Dispatch Switch Annunciator	C	1	0	Switch is considered inoperative.

	Cont'd	C	1	0	(O) Switch Annunciation may be inoperative and System used provided: a) Switch is verified operative through avionics power, and b) Ground Dispatch Switch is verified OFF by avionics power indications prior to Engine Start
27	FLIGHT CONTROLS				
27	Electric Elevator Trim	B	1	0	(M) (O) May be inoperative provided: a) Electric elevator trim system is deactivated, b) Manual trim is verified to operate normally, and c) Autopilot system is considered inoperative.
	Control Wheel Trim Switch (Fails to arm or drive trim)	B	2	1	One switch pair may be inoperative provided switch pair is operative on pilot flying side.
28	FUEL				
31	INDICATING/RECORDING SYSTEMS				
31	Clock	D	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.
31	Central Warning				
	Master Warning Light (Failed to Illuminate)	C	2	1	
	Master Warning Cancel/Reset Function	C	2	1	
	Master Caution Light (Failed to Illuminate)	C	2	1	
	Master Caution Cancel/Reset Function	C	2	1	
33	LIGHTS				
33	Display Format and Dimming Panel				

	Display Dimming Knobs (PFD 1, MFD, PFD 2, GTC 1, GTC 2)	C	5	0	May be inoperative provided: a) aircraft is not operated at night, and b) PANEL LIGHT ON / OFF switch is selected OFF
33	Button Label, Knob, and Knob Label Lighting for Flight Guidance Controller, Touchscreen Controllers, and Display Controllers	C	-	0	Individual lights may be inoperative provided: a) Cockpit emergency lighting is operative, b) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, c) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew eyes, and d) Lighting configuration and intensity is acceptable to the flightcrew.
34	NAVIGATION				
34	Very High Frequency Omni Range (VOR) System	C	2	0	May be inoperative provided: a) Affected system is not on an emergency bus, b) Procedures do not require its use, and c) System is not required by 14 CFR operating rule.
34	Localizer System	C	2	-	May be inoperative provided: a) Affected system is not on an emergency bus, b) Associated glideslope is considered inoperative, and c) System is not required by 14 CFR operating rule.
34	Glideslope System	C	2	-	May be inoperative provided system is not required by 14 CFR operating rule.
34	Marker Beacon Receiver System	C	2	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR operating rule.

34	Weather Radar System	C	1	0	May be inoperative provided system is not required by 14 CFR operating rule.
34	Distance Measuring Equipment (DME) ***	D	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.
34	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS Required)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) RNP AR procedures are not conducted, and c) Repairs are made within 2 flight-days
34	Automatic Direction Finder (ADF) ***	D	-	0	May be inoperative provided operations do not require use.
34	ATC Transponder and Automatic Altitude Reporting System	B	2	0	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight, c) TCAS, if installed, is considered inoperative, and d) Aircraft is not operated RVSM, and e) ADS-B is considered inoperative.
	Cont'd	D	2	1	Any in excess of those required by 14 CFR operating rule may be inoperative.
	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not required by 14 CFR Operating Rule)	A	2	0	May be inoperative provided: a) Operations do not require their use, and b) Repairs are made prior to completion of next scheduled inspection/check of transponder.

34	Global Navigation Satellite System (GNSS) (Including SBAS)	C	2	0	May be inoperative provided system is not required by 14 CFR operating rule. NOTE 1: Enhanced function of TAWS may not be available. NOTE 2: ADS-B output may not be available.
34	Automatic Dependent Surveillance-Broadcast (ADS-B) System				
	Cont'd	C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR operating rule. NOTE: Any ADS-B function that operates normally may be used.
	Cont'd	C	2	1	One must be operative as required by 14 CFR operating rule. NOTE: Any ADS-B function that operates normally may be used.
	Cont'd	D	2	0	May be inoperative provided: a) Enroute operations do not require use, and b) It is not required by 14 CFR operating rule. NOTE: Any ADS-B function that operates normally may be used.
34	ADS-B Out Extended Squitter Transmissions	C	2	0	(O) May be inoperative provided: a.) Alternate procedures are established and used, b.) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c.) It is not required by 14 CFR operating rule. NOTE: Any ADS-B function that operates normally may be used.

	Cont'd	C	2	1	One must be operative as required by 14 CFR operating rule. NOTE: Any ADS-B function that operates normally may be used.
34	Display Controller (GCU 275)	C	2	1	Pilot's side display controller (GCU) must be operative.
	Barometric Push-Standard Button (PUSH STD)	C	2	0	May be inoperative provided the altimeter setting can be adjusted.
	RANGE/PUSH PAN Control Knob	C	2	0	May be inoperative provided touchscreen controller (GTC) for associated display is operative.
34	Touchscreen Controller (GTC 575)	B	2	1	(M) One may be inoperative provided: a) Controller is deactivated, and b) The Display Controller (GCU 275) is fully operative on the affected side. NOTE: Any functions or controls that operate normally may be used.
34	Synthetic Vision (SVS) ***	D	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Synthetic vision is selected OFF.
73	ENGINE FUEL AND CONTROL				
73	Fuel Flow Indicating System	A	2	1	One may be inoperative provided: a) Both fuel quantity indicating systems are operative, and b) Repairs are made within 3 flight-days.

NOTE: (M) and (O) indicates a specific maintenance (M) or operations (O) procedure is required to be accomplished as part of the identified relief. The procedures must address actions required when a particular system and/or item is inoperative and must contain enough information to adequately and safely address operations with the system and/or item inoperative, as well as being appropriate for the type of operation to which they apply.

Manufacturers may produce recommended procedures for inoperative systems and/or items associated with the identified relief. **When a manufacturer-recommended procedure exists**, the operator may use it as published or develop equivalent (not less restrictive) procedures for their MEL. **If no manufacturer recommended procedures exist**, an operator, when required, shall develop appropriate procedures in accordance with the applicable current FAA Regulations, Policy and Guidance.