



OPERATIONAL EVALUATION REPORT

LEARJET

MODEL 45

(LEARJET 40, 45, 70 AND 75)

GRUPO DE AVALIAÇÃO DE AERONAVES – GAA

BRAZILIAN AIRCRAFT EVALUATION GROUP

AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL

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1 General

1.1 Evaluation Team

1.1.1. First issue team member

Name	Task	Organization
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Acronyms

- AEO – All Engine Operative
- ANAC – *Agência Nacional de Aviação Civil* (Brazilian National Civil Aviation Agency)
- ATO – Approved Training Organization
- FAA – Federal Aviation Administration
- FFS – Full Flight Simulator
- FSB – Flight Standardization Board (FAA)
- FSTD – Flight Simulator Training Device
- FTD – Flight Training Device
- FTO – Flight Training Organization
- GGCP – *Gerência Técnica de Certificação de Produto* (ANAC Product Certification Branch)
- MCR – Master Common Requirements
- MDR – Master Difference Requirements
- MMC – Multi Crew Coordination
- MMEL – Master Minimum Equipment List
- ODR – Operator Differences Requirements
- PF – Pilot Flying
- PIC – Pilot in Command
- PNF – Pilot Not Flying
- RBAC – *Regulamento Brasileiro de Aviação Civil*
- RBHA – *Regulamento Brasileiro de Homologação Aeronáutica*
- SAR – *Superintendência de Aeronavegabilidade* (ANAC Airworthiness Department)
- TCDS – Type Certificate Data Sheet

2 Introduction

2.1 Background

This evaluation was conducted by documentation analysis using the information provided by the manufacturer and the determinations of the Learjet 45 Flight Standardization Board (FSB) Report Revision 1, issued by the Federal Aviation Administration (FAA) on May 20th, 2014.

In case more detailed information is required, refer to the later FSB Report mentioned above.

2.2 Objective

This report presents ANAC collection of results obtained from the operational evaluations of Learjet Model 45 aircraft, commercially known as Learjet 40, 45, 70 and 75. Unless otherwise specified, Learjet 45 means the Learjet 40, 45, 70 and 75. Learjet 45, Learjet 40, Learjet 70 and Learjet 75 can also be referred as LR-45, LR-40, LR-70 and LR-75 respectively.

2.3 Purpose

The purpose of this report is to:

- a. Define the Pilot Type Rating assigned for the Learjet 45 aircraft;
- b. Recommend the requirements for initial, transition, upgrade and recurrent training, checking and currency applicable to flight crew for the Learjet 45, and functionalities;
- c. Provide the Master Differences Requirements (MDR) for crews requiring differences qualification for mixed-fleet-flying;
- d. Provide an acceptable Operator Differences Requirements (ODR);
- e. Describe the required Flight Simulation Training Device (FSTD) for crew training and checking.

2.4 Applicability

This report is applicable to:

- a. Brazilian operators of Learjet 45 aircraft – identified as Learjet 40, Learjet 45, Learjet 70 and Learjet 75 in the ANAC Type Certificate Data Sheet (TCDS) EA-1999T08 – who operate under RBHA 91 and RBAC 135 rules;
- b. Approved Training Organizations certified under RBAC 142 (Type Rating Training Organizations - TRTO);
- c. ANAC Inspectors related to certification and/or safety oversight of Learjet 45 aircraft operation.

2.5 Cancellation

Not Applicable.

3 Pilot Type Rating

The specific pilot type rating assigned to the Learjet 45 aircraft is designated "LR45".

Airmen who wish to pursue any specific type rating must comply with the requirements established on subparagraph 61.213(a)(1) of RBAC 61.

The GAA recommends the update of ANAC type rating list (Instrução Suplementar – IS 61-004) with the following information:

Table 1 - Pilot Type Rating

X – Type Rating (Airplane) – Land – Multi Pilot Operation, Multi Engine (All Engines)				
Manufacturer	Aircraft		RMK	Type Rating
	Model	Name		ANAC
Learjet (Bombardier)	Learjet 45 Series	Learjet 45/40	D	LR45
		Learjet 75/70		

4 Master Difference Requirements (MDR)

The Master Difference Requirements matrix for the Learjet 45 aircraft is shown in Table 2. These provisions are applied when there are differences between models which affect crew knowledge, skills, or abilities related to flight safety (e.g., Level A or greater differences) for training, checking and currency, respectively, according to IAC 121-1009.

Table 2 - Master Difference Requirements

		FROM AIRCRAFT			
		Learjet 45	Learjet 40	Learjet 75	Learjet 70
TO AIRCRAFT	Learjet 45	----	A/A/A	C/C/C	C/C/C
	Learjet 40	A/A/A	----	C/C/C	C/C/C
	Learjet 75	C/C/C	C/C/C	----	A/A/A
	Learjet 70	C/C/C	C/C/C	A/A/A	----

5 Operator Difference Requirements (ODR)

Each operator of a mixed fleet of Learjet 45, 40, 75 and 70 shall produce its own ODR, as required by IAC 121-1009.

For operators flying the Learjet 45, 40, 75 and 70 aircraft, the ODR tables in Appendix 1 have been found acceptable by the ANAC GAA and may be used by the POI for approval of an operator with the specific aircraft equipage.

6 Specifications for Training, Checking and Currency

Specifications for initial, transition, upgrade, or recurrent training, checking and currency are detailed on FSB Report mentioned above.

For information about Differences Training for Learjet 40/45 base to Learjet 70/75 and for Learjet 70/75 base to Learjet 40/45 and for information about Pilot Initial Type Rating Course for Learjet 70/75, refer to Appendix 3.

6.1 Airmen Minimum Experience for Initial Flight Training

Specifications for training detailed in this ANAC GAA report and in the FAA FSB report apply to programs for airmen who have experience in RBHA 91 or RBAC 135 operations and multi-engine transport turbojet aircraft, including glass cockpit and FMS experience. For airmen not having this experience, additional requirements may be appropriate as determined by ANAC Department of Flight Standards.

6.2 Airmen Minimum Qualification for Differences Training

The candidate pilot for a differences training between the airplanes must hold a valid “LR45” type rating and be qualified on the base aircraft.

6.3 Training Area of Special Emphasis (TASE)

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 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.

h) Any other function / area deemed appropriate by the ANAC.

6.4 Training for Seat Dependent Tasks.

Accomplishment of certain tasks, procedures, or maneuvers require training of a crewmember for a particular crew position (i.e. captain, first officer, check airman, etc.). Training programs should recognize and address the necessary seat / position related tasks for the applicable crewmember. Accordingly, training programs should address seat dependent tasks or maneuvers to the extent necessary to ensure crew proficiency at each position, and in accordance with ODR tables when applicable.

Features or Procedures which could have Seat Dependent Elements include the following:

- a) Rejected Takeoff
- b) Emergency Descent

- c) Abnormal and Emergency Procedures that require locating circuit breakers in the left and right crew seat
- d) Crew coordination for manual gear extension
- e) Environmental controls at right crew seat
- f) Oxygen controls at left crew seat

7 Compliance to RBHA 91 and RBAC 135

Compliance Checklists with RBHA 91 and RBAC 135 applicable to Learjet 45 aircraft provided by the manufacturer are presented on Annex 2.

Compliance checklists are provided as an aid to ANAC operations certification divisions and were not demonstrated to the ANAC Aircraft Evaluation Group – GAA/GCOI/SPO.

8 Technical Publications

8.1 Master Minimum Equipment List - MMEL

Learjet 45 MMEL approved by the FAA shall be used by Brazilian operators as a basis for developing their MEL. These documents are available at the FAA website, through the link <http://fsims.faa.gov/PICResults.aspx?mode=Publication&doctype=MMEL>.

8.2 Airplane Flight Manual - AFM

Learjet 45 AFM approved by GGCP/SAR shall be used by Brazilian operators as a basis for developing their Operator Airplane Operations Manual (AOM).

Appendix 1

Acceptable Operator Difference Requirements (ODR) Tables

ODR Definitions -Training Levels

Definitions	ODR Training Level
“HO” = Handout	A
“S/T” = Slide/Tape presentations “TCBI” = Tutorial Computer Based Instruction “SU” = Stand-up Instructors “VT” = Video Tapes	B
“ICBT” = Interactive Computer Based Training “CSS” = Cockpit System Simulators “CPT” = Cockpit Procedures Trainers “PTT” = Part Task Trainers “FTD 2-5” = Flight Training Devices (level 2-5)	C
“FTD 6-7” = Flight training devices (level 6-7) “FFS A-B” = Full Flight Simulators (level A or B)	D
“FFS C-D” = Full Flight Simulators (level C or D) “ACFT” = Aircraft	E
<p>NOTES</p> <p>An “X” in an ODR table column indicates that any of the training methods listed for that level are acceptable. If a specific instruction method is specified in an ODR table column, it must be used.</p> <p>“B” in the Checking column of the ODR tables indicates a “task” or “systems” check required as specified in “Level B Checking” section found in the Common Procedures Document.</p> <p>Garmin Integrated Procedures Trainer (IPT) referred as the Garmin Kiosk by Garmin and Learjet is considered a Cockpit System Simulator “CSS”.</p>	

ODR Table: Learjet 45 to Learjet 40

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING			CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
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	HO				A	A
Dimensions	Overall Length Reduced 23.55 inches	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING			CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
6 Dimensions and Areas	Fuselage length reduction requires new formulas for weight and balance.	No	No	HO				A	A
9 Towing and Taxiing	Fuselage length reduction results in smaller turning radius, no operational impact.	No	No	HO				A	A
11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity reduction.	No	No	HO				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	HO				A	A
23 Comm	Antenna relocation results in no change to system operation.	No	No	HO				A	A
27 Flight Controls	Reduced length control system cables. Control system operation not affected.	No	No	HO				A	A
28 Fuel	Fuel System difference limited to a reduction in Total Useable Quantity. No change to any other system aspect.	No	No	HO				A	A
29 Hydraulic Power	Reductions in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	HO				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. Note; These changes will be introduced	No	No	HO				A	A

	M45 (S/N 001 to 2000) aircraft.								
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DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI)_____					COMPLIANCE METHOD				
					TRAINING				CHKG/CURR
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
32 Landing Gear	Shorter emergency landing gear cable, no change in system operation.	No	No	HO				A	A
33 Lights	Interior lights are LED-based, no operational impact.	No	No	HO				A	A
34 Navigation	EGPWS, TCAS 2000 and ELT are installation standards, no operational differences from optional (STC) installations.	No	No	HO				A	A
35 Oxygen	5 dual masks drop (was 6). Oxygen chart in AFM and Pilot's manual changed.	No	No	HO				A	A
52 Doors	Fuel quantity reduction relocated gravity fuel fill door, no operational impact.	No	No	HO				A	A
53 Fuselage	Fuselage length reduction requires no special maintenance or operational restrictions.	No	No	HO				A	A
56 Windows	Removal of three windows requires no special maintenance or operational restrictions.	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI)_____					COMPLIANCE METHOD				
					TRAINING				CHKG/CURR
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
PTS Maneuvers	No Changes	No	No	HO				A	A

ODR Table: Learjet 45 to Learjet 75

DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Aircraft General	Flight Deck panel layout modified to integrate new Garmin 5000 avionics suite and to enhance aesthetics.	No	No	HO				A	A
Aircraft General	Relocated flight deck control panels.	No	No	HO				A	A
Aircraft General	Larger winglets	No	No	HO				A	A
Aircraft General	Passenger cabin updated	No	No	HO				A	A
Aircraft General	Weights and dimensions unchanged	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
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	Norm Abnorm Emer	HO				A	A
21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page controlled via GTCs	No	No	HO				A	A
22 AFCS	Flight Guidance Controller Panel (FGC) replaced by Garmin Mode Controller (GMC)	No	Norm			CSS, PTT FTD 2-5		C	C
22 AFCS	Flight Director Modes same as Honeywell Primus 1000 suite except FLC versus Speed.	No	Norm		TCBI, SU			B	B
22 AFCS	New Flight Director Takeoff Mode displayed on PFD	No	Norm	HO				A	A
22 AFCS	New autopilot servos, yaw damper and rudder boost	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
22 AFCS	Flight Director button now engages as well as disengages flight director	No	Norm	HO				A	A
22 AFCS	Garmin mode control panel has up/down wheel for pitch and speed reference	No	Norm	HO				A	A
22 AFCS	Garmin mode control panel – ASEL knob now called ALT	No	Norm	HO				A	A
22 AFCS	Autopilot engage/disengage logic differs.	No	Norm Abnorm Emer	HO				A	A
23 Comm	Communication and navigation radio functions selected and displayed at Garmin Touch Screens Controllers 1 and 2 (GTC)	No	Norm Abnorm Emer			CSS, PTT FTD 2-5		B	C
23 Comm	Audio panels functionality selected and displayed at Garmin Touch Screens Controllers (GTC 1 and 2)	No	Norm Abnorm Emer			CSS, PTT FTD 2-5		B	C
23 Comm	Active and standby communication frequency displayed on Pilot and Copilot DU1 and DU3 controlled by GTCs or GCU	No	Norm	HO		CSS, PTT FTD 2-5		B	C
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	Norm	HO				A	A
23 Comm	ADS-C and CPDLC (VDL Mode 2) (future development)	---	---						
23 Comm	Optional HF panel removed, functionality and control at GTC1 and 2	No	Norm		TCBI, SU			A	A
23 Comm	Optional SELCAL HF/VHF PRESS FOR TEST/RESET button removed. Controlled at GTC 1 and GTC 2.	No	Norm		TCBI, SU			A	A
23 Comm	Passenger Address (PA) functionality and selection moved from audio panels to GTCs	No	Norm		TCBI, SU			A	A
23 Comm	Interphone/Intercom functionality moved from audio panels to GTCs and additional intercom with pass compartment.	No	Norm		TCBI, SU			A	A
23 Comm	Transmit and receive selection moved from audio panels to GTCs accessed via GTC radio bars.	No	Norm		TCBI, SU			A	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	Norm Abnorm Emer	HO				A	A
23 Comm	RADIO CTL HOT BUS SW/IND removed, functionality accomplished with the clearance delivery button.	No	Norm	HO				A	A
23 Comm	Optional SatCom handset removed. SatCom functionality controlled through GTC 1 and 2.	No	Norm	HO				A	A
23 Comm	GTC recorder capable of recording and playback of clearances.	No	Norm	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____				COMPLIANCE METHOD					
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	TRAINING				CHKG/CURR	
				LVL A	LVL B	LVL C	LVL D	CHK	CURR
24 Electrics	ELECTRICAL panel moved from Pilot Switch Panel to pedestal.	No	No	HO				A	A
24 Electrics	EMER BATT SW/IND changed to latched toggle switch for STBY INSTR	No	Norm, Emer	HO				A	A
24 Electrics	Larger 28 Amp-Hour lead acid emergency battery including 300W heater	No	No	HO				A	A
24 Electrics	Emergency Bus load shedding/distribution	No	Abnorm		TCBI, SU			A	A
24 Electrics	CAB PWR SW/IND	No	No	HO				A	A
24 Electrics	Electrical synoptic page accessed via GTCs and displayed on DU 2	No	Norm	HO				A	A
25 Equipment and Furnishings	Emergency Locator Transmitter (ELT) with GPS. ELT switch located on pedestal.	No	No	HO				A	A
26 Fire	Engine and APU switches and panels located on pedestal.	No	No	HO				A	A
26 Fire	Crew Warning Panel/RMU indications removed.	No	No	HO				A	A
26 Fire	Fire test performed at GTCs versus rotary test switch	No	Norm		TCBI, SU			A	A
27 Flight Controls	EICAS and Synoptic Indications of: aileron trim; rudder trim; pitch trim; flaps; and, spoilers	No	Norm	HO				A	A
27 Flight Controls	Pitch Disconnect handle moved and color changed.	No	No	HO				A	A
27 Flight Controls	SPLN RESET and FLAP RESET functionality moved to FLIGHT	No	Norm	HO				A	A

	CONTROL panel on pedestal.								
27 Flight Controls	PIT TRIM BIAS switch moved to FLIGHT CONTROL panel on pedestal.	No	No	HO				A	A
27 Flight Controls	ELEV DISC handle relocated on pedestal	No	No	HO				A	A
27 Flight Controls	RUD BOOST SW/IND located to FLIGHT CONTROL panel on pedestal.	No	No	HO				A	A
27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal	No	Norm		TCBI, SU			A	A
30 Ice and Rain	ANTI-ICE panel moved from center switch panel to pedestal.	No	No	HO				A	A
30 Ice and Rain	ANTI-ICE test moved from rotary switch to GTC 1 and 2	No	No		TCBI, SU			A	A
31 Indicating/Recording	Three LCD Display Units installed with select key functionality on lower bezel surfaces	No	Norm Abnorm			CSS, PTT FTD 2-5		B	B
31 Indicating/Recording	Summary Page and all synoptics differ in presentation	No	No	HO				A	A
31 Indicating/Recording	Electronic Flight Information System (EFIS) differs in presentation and functionality.	No	Norm Abnorm	HO				A	A
31 Indicating/Recording	Engine Indicating and Crew Alerting System (EICAS) differs in presentation and functionality	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/Recording	Selectable Synthetic Vision System (SVS) on pilot and copilot DUs	No	Norm		TCBI, SU			B	A
31 Indicating/Recording	System synoptics changed in presentation	No	Norm Abnorm	HO				A	A
31 Indicating/Recording	Optional flight data recorder differs. (future provision)	No	---						
31 Indicating/Recording	Clock functions and indications differ.	No	Norm	HO				A	A
31 Indicating/Recording	Advisory AOA indication selectable at PFD.	No	No	HO				A	A
31 Indicating/Recording	Cockpit Voice Recorder (CVR) panel removed.	No	No	HO				A	A
31 Indicating/Recording	Garmin Stall Warning indications differ	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/Recording	Stall Warning test moved to GTC 1 and 2 and indications during test differ.	No	Norm		TCBI, SU			A	A

31 Indicating/ Recording	New green bar indication on airspeed indicator represents approach reference speed.	No	Norm	HO					A	A
31 Indicating/ Recording	No optional Runway Awareness Alerting System (RAAS). Safe Taxi and optional Enhanced Safe Taxi available.	No	No	HO					A	A
31 Indicating/ Recording	Third party provided electronic checklist displayed on MFD and selected at touch screen controllers. Operator Responsibility (future provision)	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	Abnorm		TCBI, SU				A	A
31 Indicating/ Recording	ADC and AHRS reversion knobs removed, functionally now controlled by DU softkeys.	No	Abnorm		TCBI, SU				A	A
31 Indicating/ Recording	Low Speed Awareness and Overspeed cues on PFDs color logic changed.	No	No	HO					A	A

DIFFERENCE AIRCRAFT: Learjet 75				COMPLIANCE METHOD					
BASE AIRCRAFT: Learjet 45									
APPROVED BY									
(POI)_____				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
31 Indicating/ Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	HO				A	A
31 Indicating/ Recording	VSI indication changed from an arc to a tape.	No	No	HO				A	A
31 Indicating/ Recording	Electronic navigation chart display available	No	Norm		TCBI, SU			A	A
31 Indicating/ Recording	FPA now FPM (Flight Path Marker). Speed carat indication removed.	No	Norm Abnorm	HO				A	A
32 Landing Gear	GEAR/HYD panel moved from co-pilot switch panel to center switch panel	No	No	HO				A	A
32 Landing Gear	Landing gear handle moved from GEAR/HYD panel to copilot switch panel.	No	No	HO				A	A
32 Landing Gear	Gear test moved from rotary switch to GTC 1 and 2.	No	Norm		TCBI, SU			A	A
32	Landing gear position indications	No	No	HO				A	A

Landing Gear	now EICAS indications								
32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same	No	No	HO				A	A
32 Landing Gear	Synoptic presentation of AUX HYD and HYD XFLOW indications	No	No	HO				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	Norm	HO				A	A
33 Lights	Dimming control panels on pedestal for GTCs, DUs, STBY INSTR and SW/IND	No	No	HO				A	A
34 Navigation	PFD's Nav source, course and bearing pointers controlled by DU soft key selection.	No	Norm			CSS, PTT FTD 2-5		C	C
34 Navigation	Pilot's and copilot's Display Control panels replaced by DU softkeys and GTCs.	No	Norm Abnorm		TCBI, SU			A	A
34 Navigation	Garmin integrated AHRS system replaces Honeywell equipment.	No	Norm Abnorm	HO				A	A
34 Navigation	Navigation radios controlled and displayed at GTCs	No	Norm		TCBI, SU			A	A
34 Navigation	Navigation active and standby frequencies displayed on PFDs	No	No	HO				A	A
34 Navigation	ADC test removed, now a BIT test.	No	Norm	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
34 Navigation	Electronic Standby Instrument System installed (ESIS) Four standby indications: A/S; ALT; ATT; and HDG. ESIS capable of ILS guidance.	No	Norm Abnorm			CSS, PTT FTD 2-5		B	B
34 Navigation	PFD's Nav Source and bearing pointers selected via DU softkeys. Course controlled via Garmin Mode Controller (GMC)	No	Norm		TCBI, SU			A	A
34 Navigation	Mode S transponder with Enhanced Surveillance and ADS-B-Out (future provision) selected and displayed at GTCs.	No	Norm	HO				A	A
34 Navigation	Transponder automatic - ground or altitude.	No	No	HO				A	A

34 Navigation	Lightning detection standard equipment and controlled by GTC 1 and 2	No	Abnorm	HO				A	A
34 Navigation	New weather radar selected at GTCs. No separate control panel.	No	Norm		TCBI, SU			A	A
34 Navigation	FMS CDUs removed, functionality and control at GTC1 and 2	No	Norm			CSS, PTT FTD 2-5		B	B
34 Navigation	PFD inset map available to display traffic and navigation map controlled by PFD softkeys.	No	Norm		TCBI, SU			A	A
34 Navigation	FMS... GPS navigation source only, no other GNSS constellations.	No	Norm	HO				A	A
34 Navigation	FMS... WAAS/LPV standard equipment was optional on base aircraft. No EGNOS capability.	No	Norm	HO				A	A
34 Navigation	Reactive windshear	No	Norm		TCBI, SU			A	A
34 Navigation	MFD auto zoom	No	Norm	HO				A	A
34 Navigation	MFD joystick removed, functionally available at GTCs	No	Norm	HO				A	A
34 Navigation	Standard takeoff and landing (TOLD) database (future provision)	No	Norm		TCBI, SU			A	A
34 Navigation	Nav to Nav transfer available for VOR/ILS approaches	No	Norm			CSS, PTT FTD 2-5		C	B
34 Navigation	TCAS II Resolution Advisory (RA) indications differ	No	No	HO				A	A
34 Navigation	Garmin's TAWS versus Honeywell's EGPWS	No	Norm	HO				A	A
34 Navigation	GPWS panel removed. Functionality and selection now at GTCs	No	Norm		TCBI, SU			A	A
35 Oxygen	Oxygen quantity indications differ.	No	No	HO				A	A
35 Oxygen	PAX OXYGEN panel moved from copilot switch panel to pedestal and relabeled PAX OXY/PRESS	No	No	HO				A	A
45 Central Maintenance System	Optional Wi-Fi Iridium out	No	No	HO				A	A
46 Information Systems	Electronic flight charts via subscription AOPA airport directory available.	No	Norm		TCBI, SU			A	A
46 Information Systems	Graphical maps including geopolitical boundary, land mass and airspace boundaries.	No	Norm	HO				A	A

46 Information Systems	XM weather available through subscription	No	Norm	HO				A	A
46 Information Systems	International weather available through subscription (future provision)	No	Norm	HO				A	A
46 Information Systems	SD card slots installed on each DU to facilitate loading of data bases	No	Norm	HO				A	A
46 Information Systems	CPDLC available (future provision)	No	Norm		TCBI, SU			A	A
49 APU	APU control panel relocated on pedestal and APU BLEED SW/IND relocated to APU panel	No	No	HO				A	A
70 Powerplant	L and R Engine controls relocated on pedestal	No	No	HO				A	A
70 Powerplant	TFE731-40-BR engine mod - Increased thrust	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING				CHKG/CURR
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
PTS Maneuvers	No Changes	No	No	HO				A	A

ODR Table: Learjet 45 to Learjet 70

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Aircraft General	Flight Deck panel layout modified to integrate new Garmin 5000 avionics suite and to enhance aesthetics.	No	No	HO				A	A
Aircraft General	Relocated flight deck control panels.	No	No	HO				A	A
Aircraft General	Larger winglets	No	No	HO				A	A
Aircraft General	Passenger cabin updated	No	No	HO				A	A
Aircraft General	Maximum Zero Fuel Weight reduced to 16,000 lbs.	No	No	HO				A	A
Aircraft General	Overall length reduced 23.55 inches.	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
6 Dimensions and Areas	Fuselage length reduction requires new formulas for weight and balance.	No	No	HO				A	A
9 Towing and Taxiing	Fuselage length reduction results in smaller turning radius, no operational impact.	No	No	HO				A	A
11 Placards	Fuel Quantity placards (interior & exterior) change to reflect usable quantity reduction.	No	No	HO				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	HO				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	No	Norm Abnorm Emer	HO				A	A

	panel on pedestal.								
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DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page controlled via GTCs	No	No	HO				A	A
22 AFCS	Flight Guidance Controller Panel (FGC) replaced by Garmin Mode Controller (GMC)	No	Norm			CSS, PTT FTD 2-5		C	C
22 AFCS	Flight Director Modes same as Honeywell Primus 1000 suite except FLC versus Speed.	No	Norm		TCBI, SU			B	B
22 AFCS	New Flight Director Takeoff Mode displayed on PFD	No	Norm	HO				A	A
22 AFCS	New autopilot servos, yaw damper and rudder boost	No	No	HO				A	A
22 AFCS	Flight Director button now engages as well as disengages flight director	No	Norm	HO				A	A
22 AFCS	Garmin mode control panel has up/down wheel for pitch and speed reference	No	Norm	HO				A	A
22 AFCS	Garmin mode control panel – ASEL knob now called ALT	No	Norm	HO				A	A
22 AFCS	Autopilot engage/disengage logic differs.	No	Norm Abnorm Emer	HO				A	A
23 Comm	Antenna relocation results in no change to system operation.	NO	NO	HO				A	A
23 Comm	Communication and navigation radio functions selected and displayed at Garmin Touch Screens Controllers 1 and 2 (GTC)	No	Norm Abnorm Emer			CSS, PTT FTD 2-5		B	C
23 Comm	Audio panels functionality selected and displayed at Garmin Touch Screens Controllers (GTC 1 and 2)	No	Norm Abnorm Emer			CSS, PTT FTD 2-5		B	B
23 Comm	Active and standby communication frequency displayed on Pilot and Copilot DU1 and DU3 controlled by GTCs or GCU	No	Norm	HO		CSS, PTT FTD 2-5		B	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	Norm	HO				A	A

23 Comm	ADS-C and CPDLC (VDL Mode 2) (future development)	---	---						
23 Comm	Optional HF panel removed, functionality and control at GTC1 and 2	No	Norm		TCBI, SU			A	A
23 Comm	Optional SELCAL HF/VHF PRESS FOR TEST/RESET button removed. Controlled at GTC 1 and GTC 2.	No	Norm		TCBI, SU			A	A
23 Comm	Passenger Address (PA) functionality and selection moved from audio panels to GTCs	No	Norm		TCBI, SU			A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
23 Comm	Interphone/Intercom functionality moved from audio panels to GTCs and additional intercom with pass compartment.	No	Norm		TCBI, SU			A	A
23 Comm	Transmit and receive selection moved from audio panels to GTCs accessed via GTC radio bars.	No	Norm		TCBI, SU			A	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	Norm Abnorm Emer	HO				A	A
23 Comm	RADIO CTL HOT BUS SW/IND removed, functionality accomplished with the clearance delivery button.	No	Norm	HO				A	A
23 Comm	Optional SatCom handset removed. SatCom functionality controlled through GTC 1 and 2.	No	Norm	HO				A	A
23 Comm	GTC recorder capable of recording and playback of clearances.	No	Norm	HO				A	A
24 Electrics	ELECTRICAL panel moved from Pilot Switch Panel to pedestal.	No	No	HO				A	A
24 Electrics	EMER BATT SW/IND changed to latched toggle switch for STBY INSTR	No	Norm, Emer	HO				A	A
24 Electrics	Larger 28 Amp-Hour lead acid emergency battery including 300W heater	No	No	HO				A	A
24 Electrics	Emergency Bus load shedding/distribution	No	Abnorm		TCBI, SU			A	A

24 Electrics	CAB PWR SW/IND	No	No	HO				A	A
24 Electrics	Electrical synoptic page accessed via GTCs and displayed on DU 2	No	Norm	HO				A	A
25 Equipment and Furnishings	Emergency Locator Transmitter (ELT) with GPS. ELT switch located on pedestal.	No	No	HO				A	A
26 Fire	Engine and APU switches and panels located on pedestal.	No	No	HO				A	A
26 Fire	Crew Warning Panel/RMU indications removed.	No	No	HO				A	A
26 Fire	Fire test performed at GTCs versus rotary test switch	No	Norm		TCBI, SU			A	A
27 Flight Controls	Reduced length control system cables. Control system operation not affected.	No	No	HO				A	A
27 Flight Controls	EICAS and Synoptic Indications of: aileron trim; rudder trim; pitch trim; flaps; and, spoilers	No	Norm	HO				A	A
27 Flight Controls	Pitch Disconnect handle moved and color changed.	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
27 Flight Controls	SPLN RESET and FLAP RESET functionality moved to FLIGHT CONTROL panel on pedestal.	No	Norm	HO				A	A
27 Flight Controls	PIT TRIM BIAS switch moved to FLIGHT CONTROL panel on pedestal.	No	No	HO				A	A
27 Flight Controls	ELEV DISC handle relocated on pedestal	No	No	HO				A	A
27 Flight Controls	RUD BOOST SW/IND located to FLIGHT CONTROL panel on pedestal.	No	No	HO				A	A
27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal	No	Norm		TCBI, SU			A	A
28 Fuel	Fuel System difference limited to a reduction in Total Useable Quantity. No change to any other system aspect.	No	No	HO				A	A
29 Hydraulic Power	Reductions in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	HO				A	A

30 Ice and Rain	ANTI-ICE panel moved from center switch panel to pedestal.	No	No	HO				A	A
30 Ice and Rain	ANTI-ICE test moved from rotary switch to GTC 1 and 2	No	No		TCBI, SU			A	A
31 Indicating/Recording	Three LCD Display Units installed with select key functionality on lower bezel surfaces	No	Norm Abnorm			CSS, PTT FTD 2-5		B	B
31 Indicating/Recording	Summary Page and all Synoptics differ in presentation	No	No	HO				A	A
31 Indicating/Recording	Electronic Flight Information System (EFIS) differs in presentation and functionality.	No	Norm Abnorm	HO				A	A
31 Indicating/Recording	Engine Indicating and Crew Alerting System (EICAS) differs in presentation and functionality	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/Recording	Selectable Synthetic Vision System (SVS) on Pilot and copilot DUs	No	Norm		TCBI, SU			B	A
31 Indicating/Recording	System synoptics changed in presentation	No	Norm Abnorm	HO				A	A
31 Indicating/Recording	Optional flight data recorder differs. (future provision)	No	---						
31 Indicating/Recording	Clock functions and indications differ.	No	Norm	HO				A	A
31 Indicating/Recording	Advisory AOA indication selectable at PFD.	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
31 Indicating/Recording	Cockpit Voice Recorder (CVR) panel removed.	No	No	HO				A	A
31 Indicating/Recording	Garmin Stall Warning indications differ	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/Recording	Stall Warning test moved to GTC 1 and 2 and indications during test differ.	No	Norm		TCBI, SU			A	A
31 Indicating/Recording	New green bar indication on airspeed indicator represents approach reference speed.	No	Norm	HO				A	A

31 Indicating/ Recording	No optional Runway Awareness Alerting System (RAAS). Safe Taxi and optional Enhanced Safe Taxi available.	No	No	HO				A	A
31 Indicating/ Recording	Third party provided electronic checklist displayed on MFD and selected at touch screen controllers. Operator Responsibility (future provision)	No	---						
31 Indicating/ Recording	All DUs reversion controls on pilot's and copilot's glareshield removed. Functionality now controlled by DU REVERSION/DIM panel on pedestal	No	Abnorm		TCBI, SU			A	A
31 Indicating/ Recording	ADC and AHRS reversion knobs removed, functionally now controlled by DU softkeys.	No	Abnorm		TCBI, SU			A	A
31 Indicating/ Recording	Low Speed Awareness and Overspeed cues on PFDs color logic changed.	No	No	HO				A	A
31 Indicating/ Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	HO				A	A
31 Indicating/ Recording	VSI indication changed from an arc to a tape.	No	No	HO				A	A
31 Indicating/ Recording	Electronic navigation chart display available	No	Norm		TCBI, SU			A	A
31 Indicating/ Recording	FPA now FPM (Flight Path Marker). Speed carat indication removed.	No	Norm Abnorm	HO				A	A
32 Landing Gear	Shorter emergency landing gear cable, no change in system operation.	No	No	HO				A	A
32 Landing Gear	GEAR/HYD panel moved from copilot switch panel to center switch panel	No	No	HO				A	A
32 Landing Gear	Landing gear handle moved from GEAR/HYD panel to copilot switch panel.	No	No	HO				A	A
32 Landing Gear	Gear test moved from rotary switch to GTC 1 and 2.	No	Norm		TCBI, SU			A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
32 Landing	Landing gear position indications now EICAS indications	No	No	HO				A	A

Gear									
32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same	No	No	HO				A	A
32 Landing Gear	Synoptic presentation of AUX HYD and HYD XFLOW indications	No	No	HO				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	Norm	HO				A	A
33 Lights	Dimming control panels on pedestal for GTCs, DUs, STBY INSTR and SW/IND	No	No	HO				A	A
34 Navigation	PFD's Nav source, course and bearing pointers controlled by DU soft key selection.	No	Norm			CSS, PTT FTD 2-5		C	C
34 Navigation	Pilot's and copilot's Display Control panels replaced by DU softkeys and GTCs.	No	Norm Abnorm		TCBI, SU			A	A
34 Navigation	Garmin integrated AHRS system replaces Honeywell equipment.	No	Norm Abnorm	HO				A	A
34 Navigation	Navigation radios controlled and displayed at GTCs	No	Norm		TCBI, SU			A	A
34 Navigation	Navigation active and standby frequencies displayed on PFDs	No	No	HO				A	A
34 Navigation	ADC test removed, now a BIT test.	No	Norm	HO				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	Norm Abnorm			CSS, PTT FTD 2-5		B	B
34 Navigation	PFD's Nav Source and bearing pointers selected via DU softkeys. Course controlled via Garmin Mode Controller (GMC)	No	Norm		TCBI, SU			A	A
34 Navigation	Mode S transponder with Enhanced Surveillance and ADS-B-Out (future provision) selected and displayed at GTCs.	No	Norm	HO				A	A
34 Navigation	Transponder automatic - ground or altitude.	No	No	HO				A	A
34 Navigation	Lightning detection standard equipment and controlled by GTC 1 and 2	No	Abnorm	HO				A	A
34 Navigation	New weather radar selected at GTCs. No separate control panel.	No	Norm		TCBI, SU			A	A
34 Navigation	FMS CDUs removed, functionality and control at GTC1 and 2	No	Norm			CSS, PTT FTD 2-5		C	C

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
34 Navigation	PFD inset map available to display traffic and navigation map controlled by PFD softkeys.	No	Norm		TCBI, SU			A	A
34 Navigation	FMS... GPS navigation source only, no other GNSS constellations.	No	Norm	HO				A	A
34 Navigation	FMS... WAAS/LPV standard equipment was optional on base aircraft. No EGNOS capability.	No	Norm	HO				A	A
34 Navigation	Reactive windshear	No	Norm		TCBI, SU			A	A
34 Navigation	MFD auto zoom	No	Norm	HO				A	A
34 Navigation	MFD joystick removed, functionally available at GTCs	No	Norm	HO				A	A
34 Navigation	Standard takeoff and landing (TOLD) database (future provision)	No	Norm		TCBI, SU			A	A
34 Navigation	Nav to Nav transfer available for VOR/ILS approaches	No	Norm			CSS, PTT FTD 2-5		C	C
34 Navigation	TCAS II Resolution Advisory (RA) indications differ	No	No	HO				A	A
34 Navigation	Garmin's TAWS versus Honeywell's EGPWS	No	Norm	HO				A	A
34 Navigation	GPWS panel removed. Functionality and selection now at GTCs	No	Norm		TCBI, SU			A	A
35 Oxygen	5 dual masks drop (was 6). Oxygen chart in AFM and Pilot's manual changed.	No	No	HO				A	A
35 Oxygen	Oxygen quantity indications differ.	No	No	HO				A	A
35 Oxygen	PAX OXYGEN panel moved from copilot switch panel to pedestal and relabeled PAX OXY/PRESS	No	No	HO				A	A
45 Central Maintenance System	Optional Wi-Fi Iridium out	No	No	HO				A	A
46 Information Systems	Electronic flight charts via subscription AOPA airport directory available.	No	Norm		TCBI, SU			A	A

46 Information Systems	Graphical maps including geopolitical boundary, land mass and airspace boundaries.	No	Norm	HO				A	A
46 Information Systems	XM weather available through subscription	No	Norm	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
46 Information Systems	International weather available through subscription (future provision)	No	Norm	HO				A	A
46 Information Systems	SD card slots installed on each DU to facilitate loading of data bases	No	Norm	HO				A	A
46 Information Systems	CPDLC available (future provision)	No	Norm		TCBI, SU			A	A
49 APU	APU control panel relocated on pedestal and APU BLEED SW/IND relocated to APU panel	No	No	HO				A	A
52 Doors	Quantity reduction relocated gravity fuel fill door, no operational impact.	No	No	HO				A	A
53 Fuselage	Fuselage length reduction requires no special maintenance or operational restrictions.	No	No	HO				A	A
56 Windows	Removal of three windows requires no special maintenance or operational restrictions.	No	No	HO				A	A
70 Powerplant	L and R Engine controls relocated on pedestal	No	No	HO				A	A
70 Powerplant	TFE731-40-BR engine mod - Increased thrust	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 45 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
PTS Maneuvers	No Changes	No	No	HO				A	A

ODR Table: Learjet 40 to Learjet 45

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING			CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
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	HO				A	A
Dimensions	Overall Length increased 23.55 inches	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING			CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
6 Dimensions and Areas	Fuselage length increased requires new formulas for weight and balance.	No	No	HO				A	A
9 Towing and Taxiing	Fuselage length increase results in bigger turning radius, no operational impact.	No	No	HO				A	A
11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity increase.	No	No	HO				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	HO				A	A
23 Communications	Antenna relocation results in no change to system operation.	No	No	HO				A	A
27 Flight Controls	Increased length control system cables. Control system operation not affected.	No	No	HO				A	A
28 Fuel	Fuel System difference limited to an increase in Total Useable Quantity. No change to any other system aspect.	No	No	HO				A	A
29 Hydraulic Power	Increase in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING				CHKG/CURR
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
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. Note; These changes will be introduced to M45 (S/N 001 to 2000) aircraft also.	No	No	HO				A	A
32 Landing Gear	Longer emergency landing gear cable, no change in system operation.	No	No	HO				A	A
34 Navigation	EGPWS, TCAS 2000 and ELT are installation standards, no operational differences from optional (STC) installations.	No	No	HO				A	A
35 Oxygen	6 dual masks drop (was 5) Oxygen chart in AFM and Pilot's manual changed.	No	No	HO				A	A
52 Doors	Fuel quantity increase relocated gravity fuel fill door, no operational impact.	No	No	HO				A	A
53 Fuselage	Fuselage length increase requires no special maintenance or operational restrictions.	No	No	HO				A	A
56 Windows	Additional three windows require no special maintenance or operational restrictions.	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING				CHKG/CURR
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
PTS Maneuvers	No Changes	No	No	HO				A	A

ODR Table: Learjet 40 to Learjet 75

DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Aircraft General	Flight Deck panel layout modified to integrate new Garmin 5000 avionics suite and to enhance aesthetics.	No	No	HO				A	A
Aircraft General	Relocated flight deck control panels.	No	No	HO				A	A
Aircraft General	Larger winglets	No	No	HO				A	A
Aircraft General	Passenger cabin updated	No	No	HO				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	HO				A	A
Dimensions	Overall Length increased 23.55 inches	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
6 Dimensions and Areas	Fuselage length increased requires new formulas for weight and balance.	No	No	HO				A	A
9 Towing and taxiing	Fuselage length increase results in bigger turning radius, no operational impact.	No	No	HO				A	A
11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity increase.	No	No	HO				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	HO				A	A
21 ECS	PRESSURIZATION panel resized and reconfigured. L & R BLEED, PACK, HI FLOW	No	Norm Abnorm Emer	HO				A	A

and EMERG PRESS switches moved to new PAX/OXY PRESS panel on pedestal. APU BLEED switch move to APU panel on pedestal.									
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DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING			CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page controlled via GTCs	No	No	HO				A	A
22 AFCS	Flight Guidance Controller Panel (FGC) replaced by Garmin Mode Controller (GMC)	No	Norm			CSS, PTT FTD 2-5		C	C
22 AFCS	Flight Director Modes same as Honeywell Primus 1000 suite except FLC versus Speed.	No	Norm		TCBI, SU			B	B
22 AFCS	New Flight Director Takeoff Mode displayed on PFD	No	Norm	HO				A	A
22 AFCS	New autopilot servos, yaw damper and rudder boost	No	No	HO				A	A
22 AFCS	Flight Director button now engages as well as disengages flight director	No	Norm	HO				A	A
22 AFCS	Garmin mode control panel has up/down wheel for pitch and speed reference	No	Norm	HO				A	A
22 AFCS	Garmin mode control panel – ASEL knob now called ALT	No	Norm	HO				A	A
22 AFCS	Autopilot engage/disengage logic differs.	No	Norm Abnorm Emer	HO				A	A
23 Comm	Antenna relocation results in no change to system operation.	No	No	HO				A	A
23 Comm	Communication and navigation radio functions selected and displayed at Garmin Touch Screens Controllers 1 and 2 (GTC)	No	Norm Abnorm Emer			CSS, PTT FTD 2-5		B	C
23 Comm	Audio panels functionality selected and displayed at Garmin Touch Screens Controllers (GTC 1 and 2)	No	Norm Abnorm Emer			CSS, PTT FTD 2-5		C	C
23 Comm	Active and standby Comm frequency displayed on Pilot and Copilot DU1 and DU3 controlled by GTCs or GCU	No	Norm	HO		CSS, PTT FTD 2-5		B	B

23 Comm	Control panel removed for Clearance Delivery Head radio. New functionality provided by CLRDLY SW/IND and/or EMER COM SW/IND.	No	Norm	HO					A	A
23 Comm	ADS-C and CPDLC (VDL Mode 2) (future provision)	---	---							
23 Comm	Optional HF panel removed, functionality and control at GTC1 and 2	No	Norm		TCBI, SU				A	A
23 Comm	Optional SELCAL HF/VHF PRESS FOR TEST/RESET button removed. Controlled at GTC 1 and GTC 2.	No	Norm		TCBI, SU				A	A

DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
23 Comm	Passenger Address (PA) functionality and selection moved from audio panels to GTCs	No	Norm		TCBI, SU			A	A
23 Comm	Interphone/Intercom functionality moved from audio panels to GTCs and additional intercom with pass compartment.	No	Norm		TCBI, SU			A	A
23 Comm	Transmit and receive selection moved from audio panels to GTCs accessed via GTC radio bars.	No	Norm		TCBI, SU			A	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	Norm Abnorm Emer	HO				A	A
23 Comm	RADIO CTL HOT BUS SW/IND removed, functionality accomplished with the clearance delivery button.	No	Norm	HO				A	A
23 Comm	Optional SatCom handset removed. SatCom functionality controlled through GTC 1 and 2.	No	Norm	HO				A	A
23 Comm	GTC recorder capable of recording and playback of clearances.	No	Norm	HO				A	A
24 Electrics	ELECTRICAL panel moved from Pilot Switch Panel to pedestal.	No	No	HO				A	A
24 Electrics	EMER BATT SW/IND changed to latched toggle switch for STBY INSTR	No	Norm, Emer	HO				A	A

24 Electrics	Larger 28 Amp-Hour lead acid emergency battery including 300W heater	No	No	HO				A	A
24 Electrics	Emergency Bus load shedding/distribution	No	Abnorm		TCBI, SU			A	A
24 Electrics	CAB PWR SW/IND	No	No	HO				A	A
24 Electrics	Electrical synoptic page accessed via GTCs and displayed on DU 2	No	Norm	HO				A	A
25 Equipment and Furnishings	Emergency Locator Transmitter (ELT) with GPS. ELT switch located on pedestal.	No	No	HO				A	A
26 Fire	Engine and APU switches and panels located on pedestal.	No	No	HO				A	A
26 Fire	Crew Warning Panel/RMU indications removed.	No	No	HO				A	A
26 Fire	Fire test performed at GTCs versus rotary test switch	No	Norm		TCBI, SU			A	A
27 Flight Controls	Increased length control system cables. Control system operation not affected.	No	No	HO				A	A
27 Flight Controls	EICAS and Synoptic Indications of: aileron trim; rudder trim; pitch trim; flaps; and, spoilers	No	Norm	HO				A	A
27 Flight Controls	Pitch Disconnect handle moved and color changed.	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
27 Flight Controls	SPLN RESET and FLAP RESET functionality moved to FLIGHT CONTROL panel on pedestal.	No	Norm	HO				A	A
27 Flight Controls	PIT TRIM BIAS switch moved to FLIGHT CONTROL panel on pedestal.	No	No	HO				A	A
27 Flight Controls	ELEV DISC handle relocated on pedestal	No	No	HO				A	A
27 Flight Controls	RUD BOOST SW/IND located to FLIGHT CONTROL panel on pedestal.	No	No	HO				A	A
27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal	No	Norm		TCBI, SU			A	A
28 Fuel	Fuel System difference limited to an increase in Total Useable Quantity. No change to any other system aspect.	No	No	HO				A	A

29	Hydraulic Power	Increase in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	HO				A	A
30	Ice and Rain	ANTI-ICE panel moved from center switch panel to pedestal.	No	No	HO				A	A
30	Ice and Rain	ANTI-ICE test moved from rotary switch to GTC 1 and 2	No	No		TCBI, SU			A	A
31	Indicating/Recording	Three LCD Display Units installed with select key functionality on lower bezel surfaces	No	Norm Abnorm			CSS, PTT FTD 2-5		B	B
31	Indicating/Recording	Summary Page and all synoptics differ in presentation	No	No	HO				A	A
31	Indicating/Recording	Electronic Flight Information System (EFIS) differs in presentation and functionality.	No	Norm Abnorm	HO				A	A
31	Indicating/Recording	Engine Indicating and Crew Alerting System (EICAS) differs in presentation and functionality	No	Norm Abnorm		TCBI, SU			A	A
31	Indicating/Recording	Selectable Synthetic Vision System (SVS) on Pilot and copilot DUs	No	Norm			CSS, PTT FTD 2-5		B	A
31	Indicating/Recording	System synoptics changed in presentation	No	Norm Abnorm	HO				A	A
31	Indicating/Recording	Optional flight data recorder differs. (Future provision)	No	---						
31	Indicating/Recording	Clock functions and indications differ.	No	Norm	HO				A	A
31	Indicating/Recording	Advisory AOA indication selectable at PFD.	No	No	HO				A	A
31	Indicating/Recording	Cockpit Voice Recorder (CVR) panel removed.	No	No	HO				A	A
31	Indicating/Recording	Garmin Stall Warning indications differ	No	Norm Abnorm		TCBI, SU			A	A
31	Indicating/Recording	Stall Warning test moved to GTC 1 and 2 and indications during test differ.	No	Norm		TCBI, SU			A	A
31	Indicating/Recording	New green bar indication on airspeed indicator represents approach reference speed.	No	Norm	HO				A	A
31	Indicating/Recording	No optional Runway Awareness Alerting System (RAAS). Safe Taxi and optional Enhanced Safe Taxi available.	No	No	HO				A	A
31	Indicating/Recording	Third party provided electronic checklist displayed on MFD and	No	---						

Recording	selected at touch screen controllers. Operator Responsibility (future provision)								
31 Indicating/Recording	All DUs reversion controls on pilot's and copilot's glareshield removed. Functionality now controlled by DU REVERSION/DIM panel on pedestal	No	Abnorm		TCBI, SU			A	A
31 Indicating/Recording	ADC and AHRS reversion knobs removed, functionally now controlled by DU softkeys.	No	Abnorm		TCBI, SU			A	A
31 Indicating/Recording	Low Speed Awareness and Overspeed cues on PFDs color logic changed.	No	No	HO				A	A
31 Indicating/Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	HO				A	A
31 Indicating/Recording	VSI indication changed from an arc to a tape.	No	No	HO				A	A
31 Indicating/Recording	Electronic navigation chart display available	No	Norm		TCBI, SU			A	A
31 Indicating/Recording	FPA now FPM (Flight Path Marker). Speed carat indication removed.	No	Norm Abnorm	HO				A	A
32 Landing Gear	Longer emergency landing gear cable, no change in system operation.	No	No	HO				A	A
32 Landing Gear	GEAR/HYD panel moved from copilot switch panel to center switch panel	No	No	HO				A	A
32 Landing Gear	Landing gear handle moved from GEAR/HYD panel to copilot switch panel.	No	No	HO				A	A
32 Landing Gear	Gear test moved from rotary switch to GTC 1 and 2.	No	Norm		TCBI, SU			A	A
32 Landing Gear	Landing gear position indications now EICAS indications	No	No	HO				A	A
32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
32 Landing	Synoptic presentation of AUX HYD and HYD XFLOW indications	No	No	HO				A	A

Gear									
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	Norm	HO				A	A
33 Lights	Dimming control panels on pedestal for GTCs, DUs, STBY INSTR and SW/IND	No	No	HO				A	A
34 Navigation	PFD's Nav source, course and bearing pointers controlled by DU soft key selection.	No	Norm			CSS, PTT FTD 2-5		C	C
34 Navigation	Pilot's and copilot's Display Control panels replaced by DU softkeys and GTCs.	No	Norm Abnorm		TCBI, SU			A	A
34 Navigation	Garmin integrated AHRS system replaces Honeywell equipment.	No	Norm Abnorm	HO				A	A
34 Navigation	Navigation radios controlled and displayed at GTCs	No	Norm		TCBI, SU			A	A
34 Navigation	Navigation active and standby frequencies displayed on PFDs	No	No	HO				A	A
34 Navigation	ADC test removed, now a BIT test.	No	Norm	HO				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	Norm Abnorm			CSS, PTT FTD 2-5		B	B
34 Navigation	PFD's Nav Source and bearing pointers selected via DU softkeys. Course controlled via Garmin Mode Controller (GMC)	No	Norm		TCBI, SU			A	A
34 Navigation	Mode S transponder with Enhanced Surveillance and ADS-B-Out (Future Provision) selected and displayed at GTCs.	No	Norm	HO				A	A
34 Navigation	Transponder automatic - ground or altitude.	No	No	HO				A	A
34 Navigation	Lightning detection standard equipment and controlled by GTC 1 and 2	No	Abnorm	HO				A	A
34 Navigation	New weather radar selected at GTCs. No separate control panel.	No	Norm		TCBI, SU			A	A
34 Navigation	FMS CDUs removed, functionality and control at GTC1 and 2	No	Norm			CSS, PTT FTD 2-5		C	C
34 Navigation	PFD inset map available to display traffic and navigation map controlled by PFD softkeys.	No	Norm		TCBI, SU			A	A
34 Navigation	FMS... GPS navigation source only, no other GNSS constellations.	No	Norm	HO				A	A

34 Navigation	FMS.... WAAS/LPV standard equipment was optional on base aircraft. No EGNOS capability.	No	Norm	HO					A	A
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DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI)_____				COMPLIANCE METHOD						
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	TRAINING				CHKG/CURR		
				LVL A	LVL B	LVL C	LVL D	CHK	CURR	
34 Navigation	Reactive windshear	No	Norm		TCBI, SU				A	A
34 Navigation	MFD auto zoom	No	Norm	HO					A	A
34 Navigation	MFD joystick removed, functionally available at GTCs	No	Norm	HO					A	A
34 Navigation	Standard takeoff and landing (TOLD) database (future provision)	No	Norm		TCBI, SU				A	A
34 Navigation	Nav to Nav transfer available for VOR/ILS approaches	No	Norm			CSS, PTT FTD 2-5			C	B
34 Navigation	TCAS II Resolution Advisory (RA) indications differ	No	No	HO					A	A
34 Navigation	Garmin's TAWS versus Honeywell's EGPWS	No	Norm	HO					A	A
34 Navigation	GPWS panel removed. Functionality and selection now at GTCs	No	Norm		TCBI, SU				A	A
35 Oxygen	6 dual masks drop (was 5) Oxygen chart in AFM and Pilot's manual changed.	No	No	HO					A	A
35 Oxygen	Oxygen quantity indications differ.	No	No	HO					A	A
35 Oxygen	PAX OXYGEN panel moved from copilot switch panel to pedestal and relabeled PAX OXY/PRESS	No	No	HO					A	A
45 Central Maintenance System	Optional Wi-Fi Iridium out	No	No	HO					A	A
46 Information Systems	Electronic flight charts via subscription AOPA airport directory available.	No	Norm		TCBI, SU				A	A
46 Information Systems	Graphical maps including geopolitical boundary, land mass and airspace boundaries.	No	Norm	HO					A	A
46 Information Systems	XM weather available through subscription	No	Norm	HO					A	A

46 Information Systems	International weather available through subscription (future provision)	No	Norm	HO				A	A
46 Information Systems	SD card slots installed on each DU to facilitate loading of data bases	No	Norm	HO				A	A
46 Information Systems	CPDLC available (future provision)	No	Norm		TCBI, SU			A	A

DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING			CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
49 APU	APU control panel relocated on pedestal and APU BLEED SW/IND relocated to APU panel	No	No	HO				A	A
53 Fuselage	Fuselage length increase requires no special maintenance or operational restrictions.	No	No	HO				A	A
56 Windows	Additional three windows require no special maintenance or operational restrictions.	No	No	HO				A	A
70 Powerplant	L and R Engine controls relocated on pedestal	No	No	HO				A	A
70 Powerplant	TFE731-40-BR engine mod - Increased thrust	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING			CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
PTS Maneuvers	No Changes	No	No	HO				A	A

ODR Table: Learjet 40 to Learjet 70

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Aircraft General	Flight Deck panel layout modified to integrate new Garmin 5000 avionics suite and to enhance aesthetics.	No	No	HO				A	A
Aircraft General	Relocated flight deck control panels.	No	No	HO				A	A
Aircraft General	Larger winglets	No	No	HO				A	A
Aircraft General	Passenger cabin updated	No	No	HO				A	A
Aircraft General	Max Ramp Weight increased to 21,750 lbs. Max Takeoff Weight increased to 21,500 lbs.	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
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	Norm Abnorm Emer	HO				A	A
21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page controlled via GTCs	No	No	HO				A	A
22 AFCS	Flight Guidance Controller Panel (FGC) replaced by Garmin Mode Controller (GMC)	No	Norm			CSS, PTT FTD 2-5		C	C
22 AFCS	Flight Director Modes same as Honeywell Primus 1000 suite except FLC versus Speed.	No	Norm		TCBI, SU			B	B
22 AFCS	New Flight Director Takeoff Mode displayed on PFD	No	Norm	HO				A	A
22 AFCS	New autopilot servos, yaw damper and rudder boost	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
22 AFCS	Flight Director button now engages as well as disengages flight director	No	Norm	HO				A	A
22 AFCS	Garmin mode control panel has up/down wheel for pitch and speed reference	No	Norm	HO				A	A
22 AFCS	Garmin mode control panel – ASEL knob now called ALT	No	Norm	HO				A	A
22 AFCS	Autopilot engage/disengage logic differs.	No	Norm Abnorm Emer	HO				A	A
23 Comm	Communication and navigation radio functions selected and displayed at Garmin Touch Screens Controllers 1 and 2 (GTC)	No	Norm Abnorm Emer			CSS, PTT FTD 2-5		C	C
23 Comm	Audio panels functionality selected and displayed at Garmin Touch Screens Controllers (GTC 1 and 2)	No	Norm Abnorm Emer			CSS, PTT FTD 2-5		B	B
23 Comm	Active and standby communication frequency displayed on Pilot and Copilot DU1 and DU3 controlled by GTCs or GCU	No	Norm	HO		CSS, PTT FTD 2-5		B	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	Norm	HO				A	A
23 Comm	ADS-C and CPDLC (VDL Mode 2) (future provision)	---	---						
23 Comm	Optional HF panel removed, functionality and control at GTC1 and 2	No	Norm		TCBI, SU			A	A
23 Comm	Optional SELCAL HF/VHF PRESS FOR TEST/RESET button removed. Controlled at GTC 1 and GTC 2.	No	Norm		TCBI, SU			A	A
23 Comm	Passenger Address (PA) functionality and selection moved from audio panels to GTCs	No	Norm		TCBI, SU			A	A
23 Comm	Interphone/Intercom functionality moved from audio panels to GTCs and additional intercom with pass compartment.	No	Norm		TCBI, SU			A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
23 Comm	Transmit and receive selection moved from audio panels to GTCs accessed via GTC radio bars.	No	Norm		TCBI, SU			A	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	Norm Abnorm Emer	HO				A	A
23 Comm	RADIO CTL HOT BUS SW/IND removed, functionality accomplished with the clearance delivery button.	No	Norm	HO				A	A
23 Comm	Optional SatCom handset removed. SatCom functionality controlled through GTC 1 and 2.	No	Norm	HO				A	A
23 Comm	GTC recorder capable of recording and playback of clearances.	No	Norm	HO				A	A
24 Electrics	ELECTRICAL panel moved from Pilot Switch Panel to pedestal.	No	No	HO				A	A
24 Electrics	EMER BATT SW/IND changed to latched toggle switch for STBY INSTR	No	Norm, Emer	HO				A	A
24 Electrics	Larger 28 Amp-Hour lead acid emergency battery including 300W heater	No	No	HO				A	A
24 Electrics	Emergency Bus load shedding/distribution	No	Abnorm		TCBI, SU			A	A
24 Electrics	CAB PWR SW/IND	No	No	HO				A	A
24 Electrics	Electrical synoptic page accessed via GTCs and displayed on DU 2	No	Norm	HO				A	A
25 Equipment and Furnishings	Emergency Locator Transmitter (ELT) with GPS. ELT switch located on pedestal.	No	No	HO				A	A
26 Fire	Engine and APU switches and panels located on pedestal.	No	No	HO				A	A
26 Fire	Crew Warning Panel/RMU indications removed.	No	No	HO				A	A
26 Fire	Fire test performed at GTCs versus rotary test switch	No	Norm		TCBI, SU			A	A
27 Flight Controls	EICAS and Synoptic Indications of: aileron trim; rudder trim; pitch trim; flaps; and, spoilers	No	Norm	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
27 Flight Controls	Pitch Disconnect handle moved and color changed.	No	No	HO				A	A
27 Flight Controls	SPLN RESET and FLAP RESET functionality moved to FLIGHT CONTROL panel on pedestal.	No	Norm	HO				A	A
27 Flight Controls	PIT TRIM BIAS switch moved to FLIGHT CONTROL panel on pedestal.	No	No	HO				A	A
27 Flight Controls	ELEV DISC handle relocated on pedestal	No	No	HO				A	A
27 Flight Controls	RUD BOOST SW/IND located to FLIGHT CONTROL panel on pedestal.	No	No	HO				A	A
27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal	No	Norm		TCBI, SU			A	A
30 Ice and Rain	ANTI-ICE panel moved from center switch panel to pedestal.	No	No	HO				A	A
30 Ice and Rain	ANTI-ICE test moved from rotary switch to GTC 1 and 2	No	No		TCBI, SU			A	A
31 Indicating/Recording	Three LCD Display Units installed with select key functionality on lower bezel surfaces	No	Norm Abnorm			CSS, PTT FTD 2-5		B	B
31 Indicating/Recording	Summary Page and all Synoptics differ in presentation	No	No	HO				A	A
31 Indicating/Recording	Electronic Flight Information System (EFIS) differs in presentation and functionality.	No	Norm Abnorm	HO				A	A
31 Indicating/Recording	Engine Indicating and Crew Alerting System (EICAS) differs in presentation and functionality	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/Recording	Selectable Synthetic Vision System (SVS) on Pilot and copilot DUs	No	Norm		TCBI, SU			B	A
31 Indicating/Recording	System synoptics changed in presentation	No	Norm Abnorm	HO				A	A
31 Indicating/Recording	Optional flight data recorder differs. (future provision)	---	---						
31 Indicating/Recording	Clock functions and indications differ.	No	Norm	HO				A	A
31	Advisory AOA indication	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Indicating/Recording	selectable at PFD.								
31 Indicating/Recording	Cockpit Voice Recorder (CVR) panel removed.	No	No	HO				A	A
31 Indicating/Recording	Garmin Stall Warning indications differ	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/Recording	Stall Warning test moved to GTC 1 and 2 and indications during test differ.	No	Norm		TCBI, SU			A	A
31 Indicating/Recording	New green bar indication on airspeed indicator represents approach reference speed.	No	Norm	HO				A	A
31 Indicating/Recording	No optional Runway Awareness Alerting System (RAAS). Safe Taxi and optional Enhanced Safe Taxi available.	No	No	HO				A	A
31 Indicating/Recording	Third party provided electronic checklist displayed on MFD and selected at touch screen controllers. Operator Responsibility (future provision)	---	---						
31 Indicating/Recording	All DUs reversion controls on pilot's and copilot's glareshield removed. Functionality now controlled by DU REVERSION/DIM panel on pedestal	No	Abnorm		TCBI, SU			A	A
31 Indicating/Recording	ADC and AHRS reversion knobs removed, functionally now controlled by DU softkeys.	No	Abnorm		TCBI, SU			A	A
31 Indicating/Recording	Low Speed Awareness and Overspeed cues on PFDs color logic changed.	No	No	HO				A	A
31 Indicating/Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	HO				A	A
31 Indicating/Recording	VSI indication changed from an arc to a tape.	No	No	HO				A	A
31 Indicating/Recording	Electronic navigation chart display available	No	Norm		TCBI, SU			A	A
31 Indicating/Recording	FPA now FPM (Flight Path Marker). Speed carat indication removed.	No	Norm Abnorm	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
32 Landing Gear	GEAR/HYD panel moved from copilot switch panel to center switch panel	No	No	HO				A	A
32 Landing Gear	Landing gear handle moved from GEAR/HYD panel to copilot switch panel.	No	No	HO				A	A
32 Landing Gear	Gear test moved from rotary switch to GTC 1 and 2.	No	Norm		TCBI, SU			A	A
32 Landing Gear	Landing gear position indications now EICAS indications	No	No	HO				A	A
32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same	No	No	HO				A	A
32 Landing Gear	Synoptic presentation of AUX HYD and HYD XFLOW indications	No	No	HO				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	Norm	HO				A	A
33 Lights	Dimming control panels on pedestal for GTCs, DUs, STBY INSTR and SW/IND	No	No	HO				A	A
34 Navigation	PFD's Nav source, course and bearing pointers controlled by DU soft key selection.	No	Norm			CSS, PTT FTD 2-5		C	C
34 Navigation	Pilot's and copilot's Display Control panels replaced by DU softkeys and GTCs.	No	Norm Abnorm		TCBI, SU			A	A
34 Navigation	Garmin integrated AHRS system replaces Honeywell equipment.	No	Norm Abnorm	HO				A	A
34 Navigation	Navigation radios controlled and displayed at GTCs	No	Norm		TCBI, SU			A	A
34 Navigation	Navigation active and standby frequencies displayed on PFDs	No	No	HO				A	A
34 Navigation	ADC test removed, now a BIT test.	No	Norm	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
34 Navigation	Electronic Standby Instrument System installed (ESIS) Four standby indications: A/S; ALT; ATT; and HDG. ESIS capable of ILS guidance.	No	Norm Abnorm			CSS, PTT FTD 2-5		B	B
34 Navigation	PFD's Nav Source and bearing pointers selected via DU softkeys. Course controlled via Garmin Mode Controller (GMC)	No	Norm		TCBI, SU			A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
34 Navigation	Mode S transponder with Enhanced Surveillance and ADS-B-Out (Future Provision) selected and displayed at GTCs.	No	Norm	HO				A	A
34 Navigation	Transponder automatic - ground or altitude.	No	No	HO				A	A
34 Navigation	Lightning detection standard equipment and controlled by GTC 1 and 2	No	Abnorm	HO				A	A
34 Navigation	New weather radar selected at GTCs. No separate control panel.	No	Norm		TCBI, SU			A	A
34 Navigation	FMS CDUs removed, functionality and control at GTC1 and 2	No	Norm			CSS, PTT FTD 2-5		C	C
34 Navigation	PFD inset map available to display traffic and navigation map controlled by PFD softkeys.	No	Norm		TCBI, SU			A	A
34 Navigation	FMS... GPS navigation source only, no other GNSS constellations.	No	Norm	HO				A	A
34 Navigation	FMS.... WAAS/LPV standard equipment was optional on base aircraft. No EGNOS capability.	No	Norm	HO				A	A
34 Navigation	Reactive windshear	No	Norm		TCBI, SU			A	A
34 Navigation	MFD auto zoom	No	Norm	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
34 Navigation	MFD joystick removed, functionally available at GTCs	No	Norm	HO				A	A
34 Navigation	Standard takeoff and landing (TOLD) database (future provision)	No	Norm		TCBI, SU			A	A
34 Navigation	Nav to Nav transfer available for VOR/ILS approaches	No	Norm			CSS, PTT FTD 2-5		C	B
34 Navigation	TCAS II Resolution Advisory (RA) indications differ	No	No	HO				A	A
34 Navigation	Garmin's TAWS versus Honeywell's EGPWS	No	Norm	HO				A	A
34 Navigation	GPWS panel removed. Functionality and selection now at GTCs	No	Norm		TCBI, SU			A	A
35 Oxygen	Oxygen quantity indications differ.	No	No	HO				A	A
35 Oxygen	PAX OXYGEN panel moved from copilot switch panel to pedestal and relabeled PAX OXY/PRESS	No	No	HO				A	A
45 Central Maintenance System	Optional Wi-Fi Iridium out	No	No	HO				A	A
46 Information Systems	Electronic flight charts via subscription AOPA airport directory available.	No	Norm		TCBI, SU			A	A
46 Information Systems	Graphical maps including geopolitical boundary, land mass and airspace boundaries.	No	Norm	HO				A	A
46 Information Systems	XM weather available through subscription	No	Norm	HO				A	A
46 Information Systems	International weather available through subscription (future provision)	No	Norm	HO				A	A
46 Information Systems	SD card slots installed on each DU to facilitate loading of data bases	No	Norm	HO				A	A
46 Information Systems	CPDLC available (future provision)	No	Norm		TCBI, SU			A	A
49 APU	APU control panel relocated on pedestal and APU BLEED SW/IND relocated to APU panel	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING				CHKG/CURR
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
70 Powerplant	L and R Engine controls relocated on pedestal	No	No	HO				A	A
70 Powerplant	TFE731-40-BR engine mod - Increased thrust	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 40 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING				CHKG/CURR
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
PTS Maneuvers	No Changes	No	No	HO				A	A

Learjet 75 to Learjet 70

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Dimensions	Overall Length Reduced 23.55 inches	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
6 Dimensions and Areas	Fuselage length reduction requires new formulas for weight and balance.	No	No	HO				A	A
9 Towing and Taxiing	Fuselage length reduction results in smaller turning radius, no operational impact.	No	No	HO				A	A
11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity reduction.	No	No	HO				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	HO				A	A
23 Comm	Antenna relocation results in no change to system operation.	No	No	HO				A	A
27 Flight Controls	Reduced length control system cables. Control system operation not affected.	No	No	HO				A	A
28 Fuel	Fuel System difference limited to a reduction in Total Useable Quantity. No change to any other system aspect.	No	No	HO				A	A
29 Hydraulic Power	Reductions in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	HO				A	A
32 Landing Gear	Shorter emergency landing gear cable, no change in system operation.	No	No	HO				A	A
33 Lights	Interior lights are LED-based, no operational impact.	No	No	HO				A	A

34 Navigation	EGPWS, TCAS 2000 and ELT are installation standards, no operational differences from optional (STC) installations.	No	No	HO					A	A
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DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
35 Oxygen	5 dual masks drop (was 6). Oxygen chart in AFM and Pilot's manual changed.	No	No	HO				A	A
52 Doors	Fuel quantity reduction relocated gravity fuel fill door, no operational impact.	No	No	HO				A	A
53 Fuselage	Fuselage length reduction requires no special maintenance or operational restrictions.	No	No	HO				A	A
56 Windows	Removal of three windows requires no special maintenance or operational restrictions.	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 70 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
PTS Maneuvers	No Changes	No	No	HO				A	A

ODR Table: Learjet 75 to Learjet 45

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Aircraft General	Flight Deck panel layout differs from Learjet 75 (Garmin) to accommodate Honeywell Primus 1000 suite.	No	No	HO				A	A
Aircraft General	Relocated flight deck panels	No	No	HO				A	A
Aircraft General	Smaller Winglets	No	No	HO				A	A
Aircraft General	Passenger cabin differs	No	No	HO				A	A
Aircraft General	Dimensions unchanged	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 ECS	ENVIRONMENTAL CONTROL panel resized and reconfigured.	No	No	HO				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	HO				A	A
21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page accessed with DU bezel keys and format different	No	Norm	HO				A	A
22 AFCS	Garmin Mode Controller (GMC) replaced by Flight Guidance Controller Panel (FGC)	No	Norm			CSS, PTT FTD 2-5		C	C
22 AFCS	Flight Director Modes same as G5000 except Speed versus FLC. No Takeoff Mode (TO)	No	Norm			CSS, PTT FTD 2-5		B	B

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
22 AFCS	Autopilot servos, yaw damper and rudder boost (Manufacturer differs, operation the same)	No	No	HO				A	A
22 AFCS	FD button only disengages flight director. It does not engage the flight director.	No	Norm		TCBI, SU			A	A
22 AFCS	No UP/DOWN wheel on FGC panel.	No	Norm		TCBI, SU			A	A
22 AFCS	FGC panel – ALT knob now called ASEL	No	No	HO				A	A
22 AFCS	Autopilot engage/disengage logic is different	No	Norm Abnorm Emer		TCBI, SU			A	A
23 Comm	Communication and navigation radio functions selected and displayed at Radio Management Units (RMU) on instrument panel.	No	Norm Emer			CSS, PTT FTD 2-5		B	B
23 Comm	Audio Management functionality selected on separate audio control panel (ACP) located on instrument panel and selections displayed on RMUs	No	Norm			CSS, PTT FTD 2-5		B	B
23 Comm	Active and Standby COM frequencies displayed only on RMUs	No	Norm		TCBI, SU			A	A
23 Comm	No provision for ADS-B Out.	No	Norm	HO				A	A
23 Comm	CLR DLY switch functionality controlled by Radio Control Hot Bus switch on Clearance Delivery Head panel located on upper pedestal.	No	Norm	HO				A	A
23 Comm	No provision for ADS-C and CPDLC (VDL Mode 2)	No	Norm	HO				A	A
23 Comm	GTC HF radio (optional) tuning functionality and control on HF radio panel on pedestal	No	Norm		TCBI, SU			A	A
23 Comm	SELCAL HF/VHF PRESS FOR TEST/RESET button located on pedestal	No	Norm	HO				A	A
23 Comm	Passenger Address (PA) functionality and selection moved from GTC to ACP	No	Norm		TCBI, SU			A	A
23 Comm	Intercom functionality and selection moved from GTC to ACP	No	Norm		TCBI, SU			A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
23 Comm	Transmit and receive selection moved from GTC to ACP	No	Norm		TCBI, SU			A	A
23 Comm	L/R Oxygen Mask Mic selection moved from pilot and copilot switch panels to ACPs and relabeled PAX OXY/AUTO	No	Norm Abnorm Emer	HO				A	A
23 Comm	RADIO CTL HOT BUS SW/IND added.	No	Norm		TCBI, SU			A	A
23 Comm	Optional Satellite Phone Handset on pedestal	No	Norm	HO				A	A
23 Comm	No record and playback of clearances capability	No	No	HO				A	A
23 Comm	EMER COM switch functionality differs	No	Abnorm Emer		TCBI, SU			A	A
24 Electrics	ELECTRICAL panel moved from pedestal to Pilot Switch Panel.	No	No	HO				A	A
24 Electrics	EMER BATT switch for STBY INSTR changed to SW/IND	No	Norm Emer		TCBI, SU			A	A
24 Electrics	27 or 38 Amp-Hour NiCad or 28 Amp-Hour lead acid batteries are available. No battery heater.	No	Abnorm Emer	HO				A	A
24 Electrics	Emergency Bus load shedding/distribution	No	Abnorm Emer		TCBI, SU			A	A
24 Electrics	CAB PWR SW/IND located on Co-Pilot's sidewall	No	No	HO				A	A
24 Electrics	Circuit breaker panel (CBP), CB location on panels reassigned.	No	No	HO				A	A
24 Electrics	Electrical synoptic page accessed via DU bezel keys and different format	No	Norm	HO				A	A
25 Equipment and Furnishings	Emergency Locator Transmitter (ELT) does not have GPS. ELT switch panel and indicator light located on separate panel on pedestal.	No	No	HO				A	A
26 Fire	Engine and APU switches and panels relocated on pedestal.	No	No	HO				A	A
26 Fire	Crew Warning Panel/RMU indications installed	No	Norm Emer		TCBI, SU			A	A
26 Fire	Fire test accomplished with SYS TEST/RESET rotary knob on pedestal	No	Norm		TCBI, SU			A	A
27 Flight Controls	EICAS and Synoptic Indications of: aileron trim; rudder trim; pitch trim; flaps; and, spoilers different	No	Norm	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
27 Flight Controls	SPLN RESET and FLAP RESET functionality on rotary test knob located on SYS TEST/RESET panel on throttle quadrant.	No	Abnorm	HO				A	A
27 Flight Controls	PIT TRIM BIAS switch moved to throttle quadrant	No	No	HO				A	A
27 Flight Controls	PITCH TRIM/RUDDER TRIM panel relocated on pedestal	No	No	HO				A	A
27 Flight Controls	RUD BOOST SW/IND relocated to throttle quadrant	No	No	HO				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	HO				A	A
27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal	No	Norm		TCBI, SU			A	A
30 Ice and Rain	ANTI-ICE panel moved from pedestal to center switch panel.	No	No	HO				A	A
30 Ice and Rain	Anti-Ice system test accomplished on SYS TEST/RESET rotary test knob on pedestal	No	No		TCBI, SU			A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
31 Indicating/Recording	Four CRT displays select key functionality on lower bezel surfaces	No	Norm Abnorm		TCBI, SU			B	A
31 Indicating/Recording	Summary Page and all Synoptics differ in presentation	No	No		TCBI, SU			A	A
31 Indicating/Recording	Electronic Flight Information System (EFIS) differs in presentation and functionality.	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/Recording	Engine Indicating and Crew Alerting System (EICAS) differs in presentation and functionality	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/Recording	No Synthetic Vision System (SVS)	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
31 Indicating/ Recording	Chronometer/clock installed at both the pilot and copilot position.	No	Norm		TCBI, SU			A	A
31 Indicating/ Recording	Advisory AOA indications located on optional stand-alone AOA gauge on instrument panel	No	No	HO				A	A
31 Indicating/ Recording	Cockpit Voice Recorder (CVR) panel installed.	No	No	HO				A	A
31 Indicating/ Recording	Honeywell Stall Warning system (No vane change) PFD indications differ in presentation	No	Norm Abnorm Emer		TCBI, SU			A	A
31 Indicating/ Recording	Stall system test accomplished with SYS TEST/RESET rotary knob on pedestal. PFD test indications different	No	Norm		TCBI, SU			A	A
31 Indicating/ Recording	No Green Circle Ratio presented on airspeed indicator	No	Norm Abnorm	HO				A	A
31 Indicating/ Recording	Landing gear position indications moved from EICAS to GEAR/HYD panel	No	Norm Abnorm	HO				A	A
31 Indicating/ Recording	Optional Runway Awareness Alerting System (RAAS) available	No	No	HO				A	A
31 Indicating/ Recording	(Optional) Electronic Checklist selected for display on MFD with MFD bezel keys.	No	Norm	HO				A	A
31 Indicating/ Recording	DU REVERSION/DIM panel moved to pilot switch panel and labeled REVERSION - includes ADC/AHRS/ICSG reversion switches	No	Abnorm Emer			CSS, PTT FTD 2-5		B	A
31 Indicating/ Recording	DU2 and DU3 reversion controls on pilot's and copilot's glareshield.	No	Abnorm			CSS, PTT FTD 2-5		B	A
31 Indicating/ Recording	Low Speed Awareness and Overspeed cues on PFDs, color logic changed.	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	

SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
31 Indicating/Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	HO				A	A
31 Indicating/Recording	VSI indication changed from a tape to an arc.	No	No	HO				A	A
31 Indicating/Recording	Electronic navigation chart display not available	No	No	HO				A	A
31 Indicating/Recording	FPV now FPA (Flight Path Angle) and generated by the Universal FMS. Includes speed carat indication	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/Recording	Database management accomplished through separate Data Transfer Unit	No	No	HO				A	A
32 Landing Gear	GEAR/HYD panel moved from center switch panel to co-pilot switch panel.	No	No	HO				A	A
32 Landing Gear	Landing Gear handle moved from Co-Pilot's switch panel to GEAR/HYD panel	No	No	HO				A	A
32 Landing Gear	Gear test accomplished with rotary test knob on pedestal	No	Norm		TCBI, SU			A	A
32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same	No	No	HO				A	A
32 Landing Gear	No Synoptic presentation of AUX HYD or HYD XFLOW indications	No	No	HO				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	Norm	HO				A	A
33 Lights	Lights test accomplished with rotary knob on pedestal. Also runs audio test.	No	Norm		TCBI, SU			A	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	Norm Abnorm			CSS, PTT FTD 2-5		B	B
34 Navigation	Honeywell's AHRS replaces Garmin's integrated AHRS system	No	Norm Abnorm	HO				A	A
34 Navigation	Pilot's and copilot's PFD display options controlled by PFD Display Controllers.	No	Norm Abnorm		TCBI, SU			A	A
34 Navigation	Tuning of Navigation radios via RMUs. Audio portion of Nav radios controlled via Audio control panels located on pilot and copilot instrument panels.	No	Norm Abnorm			CSS, PTT FTD 2-5		B	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
34 Navigation	No automatic reversion of ADCs during malfunctions.	No	Norm Abnorm		TCBI, SU			A	A
34 Navigation	ADC test added, not a BIT test. Test completed with rotary test switch located on pedestal.	No	Norm		TCBI, SU			A	A
34 Navigation	Traditional round gauges replace Integrated Electronic Standby (IESI) for Airspeed, Attitude and Altitude. Standby navigation accomplished on RMU.	No	Abnorm Emer		TCBI, SU			B	B
34 Navigation	PFD's Nav Source, Course and bearing pointers controlled via Pilot/Co-Pilot PFD display Controllers located on glareshield	No	Norm		TCBI, SU			A	A
34 Navigation	Mode S transponder without Enhanced Surveillance and ADS-B-Out	No	Norm Abnorm Emer	HO				A	A
34 Navigation	Transponder, no auto select function for ground and airborne ops.	No	Norm Abnorm	HO				A	A
34 Navigation	Different weather radar with panel located on pedestal. No lightning or turbulence detection.	No	Norm		TCBI, SU			A	A
34 Navigation	Universal FMS CDUs located on pedestal. Operation and functionality different	No	Norm			CSS, PTT FTD 2-5		C	B
34 Navigation	No PFD insert map to display traffic or navigation.	No	No	HO				A	A
34 Navigation	Universal FMS uses GPS, VOR and DME/DME capability. (Garmin uses GPS and SBAS WAAS only)	No	Norm Abnorm	HO				A	A
34 Navigation	WAAS/LPV optional equipment on Universal FMS. Operation and functionality different	No	Norm Abnorm	HO				A	A
34 Navigation	No reactive wind shear detection and guidance.	No	No	HO				A	A
34 Navigation	No MFD Auto-Zoom	No	No	HO				A	A
34 Navigation	MFD joystick provides FMS position input and control of some MFD displays	No	Norm	HO				A	A
34 Navigation	Optional Takeoff and Landing (TOLD) data base housed in Universal FMS. Operation and	No	No		TCBI, SU			B	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
	functionality different								
34 Navigation	No Nav to Nav transfer for VOR/ILS approaches	No	No		TCBI, SU			C	B
34 Navigation	ACSS TCAS II (previously Garmin). PFD indications and guidance different	No	Abnorm Emer	HO				A	A
34 Navigation	Honeywell's GPWS (previously Garmin TAWS-A). PFD/MFD indications different	No	Normal Abnorm	HO				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	Norm Abnorm		TCBI, SU			B	A
35 Oxygen	Oxygen synoptic page accessed via DU bezel keys. Format and information displayed is different.	No	Norm	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
35 Oxygen	PAX OXY/PRESS panel relocated on pedestal moved to copilot switch panel and relabeled PAX OXYGEN	No	No	HO				A	A
45 Central Maintenance System	No Wi-Fi Iridium out. Maintenance data accessed with laptop via port in lower pedestal	No	No	HO				A	A
46 Information Systems	No capability to display electronic flight charts or AOPA airport directory.	No	No	HO				A	A
46 Information Systems	No graphical map capability	No	No	HO				A	A
46 Information Systems	Not capable of XM or international weather presentation	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING				CHKG/CURR
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
70 Powerplant	L and R Engine controls relocated on pedestal	No	No	HO				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	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING				CHKG/CURR
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
PTS Maneuvers	No Changes	No	No	HO				A	A

ODR Table: Learjet 75 to Learjet 40

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Aircraft General	Flight Deck panel layout differs from Learjet 75 (Garmin) to accommodate Honeywell Primus 1000 suite.	No	No	HO				A	A
Aircraft General	Relocated flight deck panels	No	No	HO				A	A
Aircraft General	Smaller Winglets	No	No	HO				A	A
Aircraft General	Passenger cabin differs	No	No	HO				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	HO				A	A
Dimensions	Overall Length reduction 23.55 inches	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
6 Dimensions and Areas	Fuselage length reduction requires new formulas for weight and balance.	No	No	HO				A	A
9 Towing and Taxiing	Fuselage length reduction results in smaller turning radius, no operational impact.	No	No	HO				A	A
11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity reduction.	No	No	HO				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	HO				A	A
21 ECS	ENVIRONMENTAL CONTROL panel resized and reconfigured.	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
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	HO				A	A
21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page accessed with DU bezel keys and format different	No	Norm	HO				A	A
22 AFCS	Garmin Mode Controller (GMC) replaced by Flight Guidance Controller Panel (FGC)	No	Norm			CSS, PTT FTD 2-5		C	C
22 AFCS	Flight Director Modes same as G5000 except Speed versus FLC. No Takeoff Mode (TO)	No	Norm			CSS, PTT FTD 2-5		B	B
22 AFCS	Autopilot servos, yaw damper and rudder boost (Manufacturer differs, operation the same)	No	No	HO				A	A
22 AFCS	FD button only disengages flight director. It does not engage the flight director.	No	Norm		TCBI, SU			A	A
22 AFCS	No UP/DOWN wheel on FGC panel.	No	Norm		TCBI, SU			A	A
22 AFCS	FGC panel – ALT knob now called ASEL	No	No	HO				A	A
22 AFCS	Autopilot engage/disengage logic is different	No	Norm Abnorm Emer		TCBI, SU			A	A
23 Comm	Antenna relocation results in no change to system operation.	No	No	HO				A	A
23 Comm	Communication and navigation radio functions selected and displayed at Radio Management Units (RMU) on instrument panel.	No	Norm Emer			CSS, PTT FTD 2-5		B	B
23 Comm	Audio Management functionality selected on separate audio control panel (ACP) located on instrument panel and selections displayed on RMUs	No	Norm			CSS, PTT FTD 2-5		B	B

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
23 Comm	Active and Standby COM frequencies displayed only on RMUs	No	Norm		TCBI, SU			A	A
23 Comm	No provision for ADS-B Out.	No	Norm	HO				A	A
23 Comm	CLR DLY switch functionality controlled by Radio Control Hot Bus switch on Clearance Delivery Head panel located on upper pedestal.	No	Norm	HO				A	A
23 Comm	No provision for ADS-C and CPDLC (VDL Mode 2)	No	Norm	HO				A	A
23 Comm	GTC HF radio (optional) tuning functionality and control on HF radio panel on pedestal	No	Norm		TCBI, SU			A	A
23 Comm	SELCAL HF/VHF PRESS FOR TEST/RESET button located on pedestal	No	Norm	HO				A	A
23 Comm	Passenger Address (PA) functionality and selection moved from GTC to ACP	No	Norm		TCBI, SU			A	A
23 Comm	Intercom functionality and selection moved from GTC to ACP	No	Norm		TCBI, SU			A	A
23 Comm	Transmit and receive selection moved from GTC to ACP	No	Norm		TCBI, SU			A	A
23 Comm	L/R Oxygen Mask/Mic selection moved from pilot and copilot switch panels to ACPs and relabeled PAX OXY/AUTO	No	Norm Abnorm Emer	HO				A	A
23 Comm	RADIO CTL HOT BUS SW/IND added.	No	Norm		TCBI, SU			A	A
23 Comm	Optional Satellite Phone Handset on pedestal	No	Norm	HO				A	A
23 Comm	No record and playback of clearances capability	No	No	HO				A	A
23 Comm	EMER COM switch functionality differs	No	Abnorm Emer		TCBI, SU			A	A
24 Electrics	ELECTRICAL panel moved from pedestal to Pilot Switch Panel.	No	No	HO				A	A
24 Electrics	EMER BATT switch for STBY INSTR changed to SW/IND	No	Norm Emer		TCBI, SU			A	A
24 Electrics	27 or 38 Amp-Hour NiCad or 28 Amp-Hour lead acid batteries are available. No battery heater.	No	Abnorm Emer	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
24 Electrics	Emergency Bus load shedding/distribution	No	Abnorm Emer		TCBI, SU			A	A
24 Electrics	CAB PWR SW/IND located on Co-Pilot's sidewall	No	No	HO				A	A
24 Electrics	Circuit breaker panel (CBP), CB location on panels reassigned.	No	No	HO				A	A
24 Electrics	Electrical synoptic page accessed via DU bezel keys and different format	No	Norm	HO				A	A
25 Equipment and Furnishings	Emergency Locator Transmitter (ELT) does not have GPS. ELT switch panel and indicator light located on separate panel on pedestal.	No	No	HO				A	A
26 Fire	Engine and APU switches and panels relocated on pedestal.	No	No	HO				A	A
26 Fire	Crew Warning Panel/RMU indications installed	No	Norm Emer		TCBI, SU			A	A
26 Fire	Fire test accomplished with SYS TEST/RESET rotary knob on pedestal	No	Norm		TCBI, SU			A	A
27 Flight Controls	EICAS and Synoptic Indications of: aileron trim; rudder trim; pitch trim; flaps; and, spoilers different	No	Norm	HO				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	Abnorm	HO				A	A
27 Flight Controls	PIT TRIM BIAS switch moved to throttle quadrant	No	No	HO				A	A
27 Flight Controls	PITCH TRIM/RUDDER TRIM panel relocated on pedestal	No	No	HO				A	A
27 Flight Controls	RUD BOOST SW/IND relocated to throttle quadrant	No	No	HO				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	HO				A	A
27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal	No	Norm		TCBI, SU			A	A
30 Ice and Rain	ANTI-ICE panel moved from pedestal to center switch panel.	No	No	HO				A	A
30 Ice and Rain	Anti-Ice system test accomplished on SYS TEST/RESET rotary test knob on pedestal	No	No		TCBI, SU			A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
31 Indicating/ Recording	Four CRT displays select key functionality on lower bezel surfaces	No	Norm Abnorm		TCBI, SU			B	A
31 Indicating/ Recording	Summary Page and all Synoptics differ in presentation	No	No		TCBI, SU			A	A
31 Indicating/ Recording	Electronic Flight Information System (EFIS) differs in presentation and functionality.	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/ Recording	Engine Indicating and Crew Alerting System (EICAS) differs in presentation and functionality	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/ Recording	No Synthetic Vision System (SVS)	No	No	HO				A	A
31 Indicating/ Recording	Chronometer/clock installed at both the pilot and copilot position.	No	Norm		TCBI, SU			A	A
31 Indicating/ Recording	Advisory AOA indications located on optional stand-alone AOA gauge on instrument panel	No	No	HO				A	A
31 Indicating/ Recording	Cockpit Voice Recorder (CVR) panel installed.	No	No	HO				A	A
31 Indicating/ Recording	Honeywell Stall Warning system (No vane change) PFD indications differ in presentation	No	Norm Abnorm Emer		TCBI, SU			A	A
31 Indicating/ Recording	Stall system test accomplished with SYS TEST/RESET rotary knob on pedestal. PFD test indications different	No	Norm		TCBI, SU			A	A
31 Indicating/ Recording	No Green Circle Ratio presented on airspeed indicator	No	Norm Abnorm	HO				A	A
31 Indicating/ Recording	Landing gear position indications moved from EICAS to GEAR/HYD panel	No	Norm Abnorm	HO				A	A
31 Indicating/ Recording	Optional Runway Awareness Alerting System (RAAS) available	No	No	HO				A	A
31 Indicating/ Recording	(Optional) Electronic Checklist selected for display on MFD with MFD bezel keys.	No	Norm	HO				A	A
31 Indicating/ Recording	DU REVERSION/DIM panel moved to pilot switch panel and labeled REVERSION - includes ADC/AHRS/ICSG reversion switches	No	Abnorm Emer			CSS, PTT FTD 2-5		B	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
31 Indicating/Recording	DU2 and DU3 reversion controls on pilot's and copilot's glareshield.	No	Abnorm			CSS, PTT FTD 2-5		B	A
31 Indicating/Recording	Low Speed Awareness and Overspeed cues on PFDs, color logic changed.	No	No	HO				A	A
31 Indicating/Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	HO				A	A
31 Indicating/Recording	VSI indication changed from a tape to an arc.	No	No	HO				A	A
31 Indicating/Recording	Electronic navigation chart display not available	No	No	HO				A	A
31 Indicating/Recording	FPV now FPA (Flight Path Angle) and generated by the Universal FMS. Includes speed carat indication	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/Recording	Database management accomplished through separate Data Transfer Unit	No	No	HO				A	A
32 Landing Gear	Shorter emergency landing gear cable, no change in system operation.	No	No	HO				A	A
32 Landing Gear	GEAR/HYD panel moved from center switch panel to co-pilot switch panel.	No	No	HO				A	A
32 Landing Gear	Landing Gear handle moved from Co-Pilot's switch panel to GEAR/HYD panel	No	No	HO				A	A
32 Landing Gear	Gear test accomplished with rotary test knob on pedestal	No	Norm		TCBI, SU			A	A
32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same	No	No	HO				A	A
32 Landing Gear	No Synoptic presentation of AUX HYD or HYD XFLOW indications	No	No	HO				A	A
33 Lights	Exterior light control; no smoking/belts; and Emergency light switches moved from overhead light switch panel to	No	Norm	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
	center switch panel								
33 Lights	Lights test accomplished with rotary knob on pedestal. Also runs audio test.	No	Norm		TCBI, SU			A	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	Norm Abnorm			CSS, PTT FTD 2-5		B	B
34 Navigation	Honeywell's AHRS replaces Garmin's integrated AHRS system	No	Norm Abnorm	HO				A	A
34 Navigation	Pilot's and copilot's PFD display options controlled by PFD Display Controllers.	No	Norm Abnorm		TCBI, SU			A	A
34 Navigation	Tuning of Navigation radios via RMUs. Audio portion of Nav radios controlled via Audio control panels located on pilot and copilot instrument panels.	No	Norm Abnorm			CSS, PTT FTD 2-5		B	A
34 Navigation	No automatic reversion of ADCs during malfunctions.	No	Norm Abnorm		TCBI, SU			A	A
34 Navigation	ADC test added, not a BIT test. Test completed with rotary test switch located on pedestal.	No	Norm		TCBI, SU			A	A
34 Navigation	Traditional round gauges replace Integrated Electronic Standby (IESI) for Airspeed, Attitude and Altitude. Standby navigation accomplished on RMU.	No	Abnorm Emer		TCBI, SU			B	B
34 Navigation	PFD's Nav Source, Course and bearing pointers controlled via Pilot/Co-Pilot PFD display Controllers located on glareshield	No	Norm		TCBI, SU			A	A
34 Navigation	Mode S transponder without Enhanced Surveillance and ADS-B-Out	No	Norm Abnorm Emer	HO				A	A
34 Navigation	Transponder, no auto select function for ground and airborne ops.	No	Norm Abnorm	HO				A	A
34 Navigation	Different weather radar with panel located on pedestal. No lightning or turbulence detection.	No	Norm		TCBI, SU			A	A
34 Navigation	Universal FMS CDUs located on pedestal. Operation and functionality different	No	Norm			CSS, PTT FTD 2-5		C	C

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
34 Navigation	No PFD insert map to display traffic or navigation.	No	No	HO				A	A
34 Navigation	Universal FMS uses GPS, VOR and DME/DME capability. (Garmin uses GPS and SBAS WAAS only)	No	Norm Abnorm	HO				A	A
34 Navigation	WAAS/LPV optional equipment on Universal FMS. Operation and functionality different	No	Norm Abnorm	HO				A	A
34 Navigation	No reactive wind shear detection and guidance.	No	No	HO				A	A
34 Navigation	No MFD Auto-Zoom	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
34 Navigation	MFD joystick provides FMS position input and control of some MFD displays	No	Norm	HO				A	A
34 Navigation	Optional Takeoff and landing (TOLD) data base housed in Universal FMS. Operation and functionality different	No	No		TCBI, SU			B	A
34 Navigation	No Nav to Nav transfer for VOR/ILS approaches	No	No		TCBI, SU			C	B
34 Navigation	ACSS TCAS II (previously Garmin). PFD indications and guidance different	No	Abnorm Emer	HO				A	A
34 Navigation	Honeywell's GPWS (previously Garmin TAWS-A). PFD/MFD indications different	No	Normal Abnorm	HO				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	Norm Abnorm		TCBI, SU			B	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING				CHKG/CURR
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
35 Oxygen	Oxygen synoptic page accessed via DU bezel keys. Format and information displayed is different.	No	Norm	HO				A	A
35 Oxygen	PAX OXY/PRESS panel relocated on pedestal moved to copilot switch panel and relabeled PAX OXYGEN (Also in 21)	No	No	HO				A	A
45 Central Maintenance System	No Wi-Fi Iridium out. Maintenance data accessed with laptop via port in lower pedestal	No	No	HO				A	A
46 Information Systems	No capability to display electronic flight charts or AOPA airport directory.	No	No	HO				A	A
46 Information Systems	No graphical map capability	No	No	HO				A	A
46 Information Systems	Not capable of XM or international weather presentation	No	No	HO				A	A
70 Powerplant	L and R Engine controls relocated on pedestal	No	No	HO				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	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 75 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING				CHKG/CURR
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
PTS Maneuvers	No Changes	No	No	HO				A	A

Learjet 70 to Learjet 75

DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Weights	Maximum Zero Fuel Weight 16,500 lbs.(aircraft modified by SB 75-11-1)	No	No	HO				A	A
Dimensions	Overall Length increased 23.55 inches	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
6 Dimensions and Areas	Fuselage length increased requires new formulas for weight and balance.	No	No	HO				A	A
9 Towing and Taxiing	Fuselage length increase results in bigger turning radius, no operational impact.	No	No	HO				A	A
11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity increase.	No	No	HO				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	HO				A	A
23 Comm	Antenna relocation results in no change to system operation.	No	No	HO				A	A
27 Flight Controls	Increased length control system cables. Control system operation not affected.	No	No	HO				A	A
28 Fuel	Fuel System difference limited to an increase in Total Useable Quantity. No change to any other system aspect.	No	No	HO				A	A
29 Hydraulic Power	Increase in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	HO				A	A
32 Landing Gear	Longer emergency landing gear cable, no change in system operation.	No	No	HO				A	A

35 Oxygen	6 dual masks drop (was 5) Oxygen chart in AFM and Pilot's manual changed.	No	No	HO					A	A
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DIFFERENCE AIRCRAFT: Learjet 75 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
52 Doors	Fuel quantity increase relocated gravity fuel fill door, no operational impact.	No	No	HO				A	A
53 Fuselage	Fuselage length increase requires no special maintenance or operational restrictions.	No	No	HO				A	A
56 Windows	Additional three windows require no special maintenance or operational restrictions.	No	No	HO				A	A
PTS Maneuvers	No Changes	No	No	HO				A	A

Learjet 70 to Learjet 45

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Aircraft General	Flight Deck panel layout differs from Learjet 75 (Garmin) to accommodate Honeywell Primus 1000 suite.	No	No	HO				A	A
Aircraft General	Relocated flight deck panels	No	No	HO				A	A
Aircraft General	Smaller Winglets	No	No	HO				A	A
Aircraft General	Passenger cabin differs	No	No	HO				A	A
Weights	Maximum Zero Fuel Weight 16,500 lbs.	No	No	HO				A	A
Dimensions	Overall Length increased 23.55 inches	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
6 Dimensions and Areas	Fuselage length increased requires new formulas for weight and balance.	No	No	HO				A	A
9 Towing and Taxiing	Fuselage length increase results in bigger turning radius, no operational impact.	No	No	HO				A	A
11 Placards	Fuel Quantity placards (interior & exterior) change to reflect useable quantity increase.	No	No	HO				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	HO				A	A
21 ECS	ENVIRONMENTAL CONTROL panel resized and reconfigured.	No	No	HO				A	A
21 ECS	PRESSURIZATION panel configuration. PAX/OXY PRESS panel relocated. APU BLEED switch located on	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
	Pressurization panel L/R BLEED, EMER PRESS, PACK, HIFLOW switches located on lower instrument panel								

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page accessed with DU bezel keys and format different	No	Norm	HO				A	A
22 AFCS	Garmin Mode Controller (GMC) replaced by Flight Guidance Controller Panel (FGC)	No	Norm			CSS, PTT FTD 2-5		C	C
22 AFCS	Flight Director Modes same as G5000 except Speed versus FLC. No Takeoff Mode (TO)	No	Norm			CSS, PTT FTD 2-5		B	B
22 AFCS	Autopilot servos, yaw damper and rudder boost (Manufacturer differs, operation the same)	No	No	HO				A	A
22 AFCS	FD button only disengages flight director. It does not engage the flight director.	No	Norm		TCBI, SU			A	A
22 AFCS	No UP/DOWN wheel on FGC panel.	No	Norm		TCBI, SU			A	A
22 AFCS	FGC panel – ALT knob now called ASEL	No	No	HO				A	A
22 AFCS	Autopilot engage/disengage logic is different	No	Norm Abnorm Emer		TCBI, SU			A	A
23 Comm	Antenna relocation results in no change to system operation.	No	No	HO				A	A
23 Comm	Communication and navigation radio functions selected and displayed at Radio Management Units (RMU) on instrument panel.	No	Norm Emer			CSS, PTT FTD 2-5		B	B
23 Comm	Audio Management functionality selected on separate audio control panel (ACP) located on instrument	No	Norm			CSS, PTT FTD		B	B

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
	panel and selections displayed on RMUs					2-5			
23 Comm	Active and Standby COM frequencies displayed only on RMUs	No	Norm		TCBI, SU			A	A
23 Comm	No provision for ADS-B Out.	No	Norm	HO				A	A
23 Comm	CLR DLY switch functionality controlled by Radio Control Hot Bus switch on Clearance Delivery Head panel located on upper pedestal.	No	Norm	HO				A	A
23 Comm	No provision for ADS-C and CPDLC (VDL Mode 2)	No	Norm	HO				A	A
23 Comm	GTC HF radio (optional) tuning functionality and control on HF radio panel on pedestal	No	Norm		TCBI, SU			A	A
23 Comm	SELCAL HF/VHF PRESS FOR TEST/RESET button located on pedestal	No	Norm	HO				A	A
23 Comm	Passenger Address (PA) functionality and selection moved from GTC to ACP	No	Norm		TCBI, SU			A	A
23 Comm	Intercom functionality and selection moved from GTC to ACP	No	Norm		TCBI, SU			A	A
23 Comm	Transmit and receive selection moved from GTC to ACP	No	Norm		TCBI, SU			A	A
23 Comm	L/R Oxygen Mask Mic selection moved from pilot and copilot switch panels to ACPs and relabeled PAX OXY/AUTO	No	Norm Abnorm Emer	HO				A	A
23 Comm	RADIO CTL HOT BUS SW/IND added.	No	Norm		TCBI, SU			A	A
23 Comm	Optional Satellite Phone Handset on pedestal	No	Norm	HO				A	A
23 Comm	No record and playback of clearances capability	No	No	HO				A	A
23 Comm	EMER COM switch functionality differs	No	Abnorm Emer		TCBI, SU			A	A
24 Electrics	ELECTRICAL panel moved from pedestal to Pilot Switch Panel.	No	No	HO				A	A
24 Electrics	EMER BATT switch for STBY INSTR changed to SW/IND	No	Norm Emer		TCBI, SU			A	A
24 Electrics	27 or 38 Amp-Hour NiCad or 28 Amp-Hour lead acid batteries are available. No battery heater.	No	Abnorm Emer	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
24 Electrics	Emergency Bus load shedding/distribution	No	Abnorm Emer		TCBI, SU			A	A
24 Electrics	CAB PWR SW/IND located on Co-Pilot's sidewall	No	No	HO				A	A
24 Electrics	Circuit breaker panel (CBP), CB location on panels reassigned.	No	No	HO				A	A
24 Electrics	Electrical synoptic page accessed via DU bezel keys and different format	No	Norm	HO				A	A
25 Equipment and Furnishings	Emergency Locator Transmitter (ELT) does not have GPS. ELT switch panel and indicator light located on separate panel on pedestal.	No	No	HO				A	A
26 Fire	Engine and APU switches and panels relocated on pedestal.	No	No	HO				A	A
26 Fire	Crew Warning Panel/RMU indications installed	No	Norm Emer		TCBI, SU			A	A
26 Fire	Fire test accomplished with SYS TEST/RESET rotary knob on pedestal	No	Norm		TCBI, SU			A	A
27 Flight Controls	Increased length control system cables. Control system operation not affected.	No	No	HO				A	A
27 Flight Controls	EICAS and Synoptic Indications of: aileron trim; rudder trim; pitch trim; flaps; and, spoilers different	No	Norm	HO				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	Abnorm	HO				A	A
27 Flight Controls	PIT TRIM BIAS switch moved to throttle quadrant	No	No	HO				A	A
27 Flight Controls	PITCH TRIM/RUDDER TRIM panel relocated on pedestal	No	No	HO				A	A
27 Flight Controls	RUD BOOST SW/IND relocated to throttle quadrant	No	No	HO				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	HO				A	A
27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal	No	Norm		TCBI, SU			A	A
28 Fuel	Fuel System difference limited to an increase in Total Usable Quantity. No change to any other	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
	system aspect.								
29 Hydraulic Power	Increase in length of hydraulic nose gear extend and retract lines. Hydraulic system operation not affected.	No	No	HO				A	A
30 Ice and Rain	ANTI-ICE panel moved from pedestal to center switch panel.	No	No	HO				A	A
30 Ice and Rain	Anti-ice system test accomplished on SYS TEST/RESET rotary test knob on pedestal	No	No		TCBI, SU			A	A
31 Indicating/Recording	Four CRT displays select key functionality on lower bezel surfaces	No	Norm Abnorm		TCBI, SU			B	A
31 Indicating/Recording	Summary Page and all Synoptics differ in presentation	No	No		TCBI, SU			A	A
31 Indicating/Recording	Electronic Flight Information System (EFIS) differs in presentation and functionality.	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/Recording	Engine Indicating and Crew Alerting System (EICAS) differs in presentation and functionality	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/Recording	No Synthetic Vision System (SVS)	No	No	HO				A	A
31 Indicating/Recording	Chronometer/clock installed at both the pilot and copilot position.	No	Norm		TCBI, SU			A	A
31 Indicating/Recording	Advisory AOA indications located on optional stand-alone AOA gauge on instrument panel	No	No	HO				A	A
31 Indicating/Recording	Cockpit Voice Recorder (CVR) panel installed.	No	No	HO				A	A
31 Indicating/Recording	Honeywell Stall Warning system (No vane change) PFD indications differ in presentation	No	Norm Abnorm Emer		TCBI, SU			A	A
31 Indicating/Recording	Stall system test accomplished with SYS TEST/RESET rotary knob on pedestal. PFD test indications different	No	Norm		TCBI, SU			A	A
31 Indicating/Recording	No Green Circle Ratio presented on airspeed indicator	No	Norm Abnorm	HO				A	A
31 Indicating/Recording	Landing gear position indications moved from EICAS to GEAR/HYD panel	No	Norm Abnorm	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
31 Indicating/ Recording	Optional Runway Awareness Alerting System (RAAS) available	No	No	HO				A	A
31 Indicating/ Recording	(Optional) Electronic Checklist selected for display on MFD with MFD bezel keys.	No	Norm	HO				A	A
31 Indicating/ Recording	DU REVERSION/DIM panel moved to pilot switch panel and labeled REVERSION - includes ADC/AHRS/ICSG reversion switches	No	Abnorm Emer			CSS, PTT FTD 2-5		B	A
31 Indicating/ Recording	DU2 and DU3 reversion controls on pilot's and copilot's glareshield.	No	Abnorm			CSS, PTT FTD 2-5		B	A
31 Indicating/ Recording	Low Speed Awareness and Overspeed cues on PFDs, color logic changed.	No	No	HO				A	A
31 Indicating/ Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	HO				A	A
31 Indicating/ Recording	VSI indication changed from a tape to an arc.	No	No	HO				A	A
31 Indicating/ Recording	Electronic navigation chart display not available	No	No	HO				A	A
31 Indicating/ Recording	FPV now FPA (Flight Path Angle) and generated by the Universal FMS. Includes speed carat indication	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/ Recording	Database management accomplished through separate Data Transfer Unit	No	No	HO				A	A
32 Landing Gear	Longer emergency landing gear cable, no change in system operation.	No	No	HO				A	A
32 Landing Gear	Landing Gear handle moved from Co-Pilot's switch panel to GEAR/HYD panel	No	No	HO				A	A
32 Landing Gear	Gear test accomplished with rotary test knob on pedestal	No	Norm		TCBI, SU			A	A
32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same	No	No	HO				A	A
32 Landing	No Synoptic presentation of AUX HYD or HYD XFLOW indications	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Gear									
33 Lights	Exterior light control; no smoking/belts; and Emergency light switches moved from overhead light switch panel to center switch panel	No	Norm	HO				A	A
33 Lights	Lights test accomplished with rotary knob on pedestal. Also runs audio test.	No	Norm		TCBI, SU			A	A
34 Navigation	EGPWS, TCAS 2000 and ELT are installation standards, no operational differences from optional (STC) installations.	No	No	HO				A	A
34 Navigation	Some of the pilot's and copilot's Garmin's DU softkeys and GTCs functions replaced.	No	Norm Abnorm			CSS, PTT FTD 2-5		B	B
34 Navigation	Honeywell's AHRS replace by Garmin's integrated AHRS system	No	Norm Abnorm	HO				A	A
34 Navigation	Pilot's and copilot's PFD display options controlled by PFD Display Controllers.	No	Norm Abnorm		TCBI, SU			A	A
34 Navigation	Tuning of Navigation radios via RMUs. Audio portion of Nav radios controlled via Audio control panels located on pilot and copilot instrument panels.	No	Norm Abnorm			CSS, PTT FTD 2-5		B	A
34 Navigation	No automatic reversion of ADCs during malfunctions.	No	Norm Abnorm		TCBI, SU			A	A
34 Navigation	ADC test added, not a BIT test. Test completed with rotary test switch located on pedestal.	No	Norm		TCBI, SU			A	A
34 Navigation	Traditional round gauges replace Electronic Standby Instrumentation System (ESIS) for Airspeed, Attitude and Altitude. Standby navigation accomplished on RMU.	No	Abnorm Emer		TCBI, SU			B	B
34 Navigation	PFD's Nav Source, Course and bearing pointers controlled via Pilot/Co-Pilot PFD display Controllers located on glareshield	No	Norm		TCBI, SU			A	A
34 Navigation	Mode S transponder without Enhanced Surveillance and ADS-B-Out	No	Norm Abnorm Emer	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
34 Navigation	Transponder, no auto select function for ground and airborne ops.	No	Norm Abnorm	HO				A	A
34 Navigation	Different weather radar with panel located on pedestal. No lightning or turbulence detection.	No	Norm		TCBI, SU			A	A
34 Navigation	Universal FMS CDUs located on pedestal. Operation and functionality different	No	Norm			CSS, PTT FTD 2-5		C	C
34 Navigation	No PFD insert map to display traffic or navigation.	No	No	HO				A	A
34 Navigation	Universal FMS uses GPS, VOR and DME/DME capability. (Garmin uses GPS and SBAS WAAS only)	No	Norm Abnorm	HO				A	A
34 Navigation	WAAS/LPV optional equipment on Universal FMS. Operation and functionality different	No	Norm Abnorm	HO				A	A
34 Navigation	No reactive wind shear detection and guidance.	No	No	HO				A	A
34 Navigation	No MFD Auto-Zoom	No	No	HO				A	A
34 Navigation	MFD joystick provides FMS position input and control of some MFD displays	No	Norm	HO				A	A
34 Navigation	Optional Takeoff and Landing (TOLD) data base housed in Universal FMS. Operation and functionality different	No	No		TCBI, SU			B	A
34 Navigation	No Nav to Nav transfer for VOR/ILS approaches	No	No		TCBI, SU			C	B
34 Navigation	ACSS TCAS II (previously Garmin). PFD indications and guidance different	No	Abnorm Emer	HO				A	A
34 Navigation	Honeywell's GPWS (previously Garmin TAWS-A). PFD/MFD indications different	No	Normal Abnorm	HO				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	Norm Abnorm		TCBI, SU			B	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
35 Oxygen	6 dual masks drop (was 5) Oxygen chart in AFM and Pilot's manual changed.	No	No	HO				A	A
35 Oxygen	Oxygen synoptic page accessed via DU bezel keys. Format and information displayed is different.	No	Norm	HO				A	A
35 Oxygen	PAX OXY/PRESS panel relocated on pedestal moved to copilot switch panel and relabeled PAX OXYGEN (Also in 21)	No	No	HO				A	A
45 Central Maintenance System	No Wi-Fi Iridium out. Maintenance data accessed with laptop via port in lower pedestal	No	No	HO				A	A
46 Information Systems	No capability to display electronic flight charts or AOPA airport directory.	No	No	HO				A	A
46 Information Systems	No graphical map capability	No	No	HO				A	A
52 Doors	Fuel quantity increase relocated gravity fuel fill door, no operational impact.	No	No	HO				A	A
53 Fuselage	Fuselage length increase requires no special maintenance or operational restrictions.	No	No	HO				A	A
56 Windows	Additional three windows require no special maintenance or operational restrictions.	No	No	HO				A	A
46 Information Systems	Not capable of XM or international weather presentation	No	No	HO				A	A
70 Powerplant	L and R Engine controls relocated on pedestal	No	No	HO				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	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 45 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____					COMPLIANCE METHOD				
					TRAINING				CHKG/CURR
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
PTS Maneuvers	No Changes	No	No	HO				A	A

Learjet 70 to Learjet 40

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Aircraft General	Flight Deck panel layout differs from Learjet 70 (Garmin) to accommodate Honeywell Primus 1000 suite.	No	No	HO				A	A
Aircraft General	Relocated flight deck panels	No	No	HO				A	A
Aircraft General	Smaller Winglets	No	No	HO				A	A
Aircraft General	Passenger cabin differs	No	No	HO				A	A
Weights	Max Ramp Weight increased to 21,750 lbs. Max Takeoff Weight increased to 21,500 lbs.	No	No	HO				A	A
Dimensions	Dimensions unchanged	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 ECS	ENVIRONMENTAL CONTROL panel resized and reconfigured.	No	No	HO				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	HO				A	A
21 ECS	ENVIRONMENTAL CONTROL SYSTEM (ECS) synoptic page accessed with DU bezel keys and format different	No	Norm	HO				A	A
22 AFCS	Garmin Mode Controller (GMC) replaced by Flight Guidance Controller Panel (FGC)	No	Norm			CSS, PTT FTD 2-5		C	C

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
22 AFCS	Flight Director Modes same as G5000 except Speed versus FLC. No Takeoff Mode (TO)	No	Norm			CSS, PTT FTD 2-5		B	B
22 AFCS	Autopilot servos, yaw damper and rudder boost (Manufacturer differs, operation the same)	No	No	HO				A	A
22 AFCS	FD button only disengages flight director. It does not engage the flight director.	No	Norm		TCBI, SU			A	A
22 AFCS	No UP/DOWN wheel on FGC panel.	No	Norm		TCBI, SU			A	A
22 AFCS	FGC panel – ALT knob now called ASEL	No	No	HO				A	A
22 AFCS	Autopilot engage/disengage logic is different	No	Norm Abnorm Emer		TCBI, SU			A	A
23 Comm	Communication and navigation radio functions selected and displayed at Radio Management Units (RMU) on instrument panel.	No	Norm Emer			CSS, PTT FTD 2-5		B	B
23 Comm	Audio Management functionality selected on separate audio control panel (ACP) located on instrument panel and selections displayed on RMUs	No	Norm			CSS, PTT FTD 2-5		B	B
23 Comm	Active and Standby COM frequencies displayed only on RMUs	No	Norm		TCBI, SU			A	A
23 Comm	No provision for ADS-B Out.	No	Norm	HO				A	A
23 Comm	CLR DLY switch functionality controlled by Radio Control Hot Bus switch on Clearance Delivery Head panel located on upper pedestal.	No	Norm	HO				A	A
23 Comm	No provision for ADS-C and CPDLC (VDL Mode 2)	No	Norm	HO				A	A
23 Comm	GTC HF radio (optional) tuning functionality and control on HF radio panel on pedestal	No	Norm		TCBI, SU			A	A
23 Comm	SELCAL HF/VHF PRESS FOR TEST/RESET button located on pedestal	No	Norm	HO				A	A
23 Comm	Passenger Address (PA) functionality and selection moved from GTC to ACP	No	Norm		TCBI, SU			A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
23 Comm	Intercom functionality and selection moved from GTC to ACP	No	Norm		TCBI, SU			A	A
23 Comm	Transmit and receive selection moved from GTC to ACP	No	Norm		TCBI, SU			A	A
23 Comm	L/R Oxygen Mask/Mic selection moved from pilot and copilot switch panels to ACPs and relabeled PAX OXY/AUTO	No	Norm Abnorm Emer	HO				A	A
23 Comm	RADIO CTL HOT BUS SW/IND added.	No	Norm		TCBI, SU			A	A
23 Comm	(Optional) Satellite Phone Handset on pedestal	No	Norm	HO				A	A
23 Comm	No record and playback of clearances capability	No	No	HO				A	A
23 Comm	EMER COM switch functionality differs	No	Abnorm Emer		TCBI, SU			A	A
24 Electrics	ELECTRICAL panel moved from pedestal to Pilot Switch Panel.	No	No	HO				A	A
24 Electrics	EMER BATT switch for STBY INSTR changed to SW/IND	No	Norm Emer		TCBI, SU			A	A
24 Electrics	27 or 38 Amp-Hour NiCad or 28 Amp-Hour lead acid batteries are available. No battery heater.	No	Abnorm Emer	HO				A	A
24 Electrics	Emergency Bus load shedding/distribution	No	Abnorm Emer		TCBI, SU			A	A
24 Electrics	CAB PWR SW/IND located on Co-Pilot's sidewall	No	No	HO				A	A
24 Electrics	Circuit breaker panel (CBP), CB location on panels reassigned.	No	No	HO				A	A
24 Electrics	Electrical synoptic page accessed via DU bezel keys and different format	No	Norm	HO				A	A
25 Equipment and Furnishings	Emergency Locator Transmitter (ELT) does not have GPS. ELT switch panel and indicator light located on separate panel on pedestal.	No	No	HO				A	A
26 Fire	Engine and APU switches and panels relocated on pedestal.	No	No	HO				A	A
26 Fire	Crew Warning Panel/RMU indications installed	No	Norm Emer		TCBI, SU			A	A
26 Fire	Fire test accomplished with SYS TEST/RESET rotary knob on pedestal	No	Norm		TCBI, SU			A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
27 Flight Controls	EICAS and Synoptic Indications of: aileron trim; rudder trim; pitch trim; flaps; and, spoilers different	No	Norm	HO				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	Abnorm	HO				A	A
27 Flight Controls	PIT TRIM BIAS switch moved to throttle quadrant	No	No	HO				A	A
27 Flight Controls	PITCH TRIM/RUDDER TRIM panel relocated on pedestal	No	No	HO				A	A
27 Flight Controls	RUD BOOST SW/IND relocated to throttle quadrant	No	No	HO				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	HO				A	A
27 Flight Controls	Flaps test accomplished with SYS TEST/RESET rotary knob on pedestal	No	Norm		TCBI, SU			A	A
30 Ice and Rain	ANTI-ICE panel moved from pedestal to center switch panel.	No	No	HO				A	A
30 Ice and Rain	Anti-Ice system test accomplished on SYS TEST/RESET rotary test knob on pedestal	No	No		TCBI, SU			A	A
31 Indicating/Recording	Four CRT displays select key functionality on lower bezel surfaces	No	Norm Abnorm		TCBI, SU			B	A
31 Indicating/Recording	Summary Page and all Synoptics differ in presentation	No	No		TCBI, SU			A	A
31 Indicating/Recording	Electronic Flight Information System (EFIS) differs in presentation and functionality.	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/Recording	Engine Indicating and Crew Alerting System (EICAS) differs in presentation and functionality	No	Norm Abnorm		TCBI, SU			A	A
31 Indicating/Recording	No Synthetic Vision System (SVS)	No	No	HO				A	A
31 Indicating/Recording	Chronometer/clock installed at both the pilot and copilot position.	No	Norm		TCBI, SU			A	A
31 Indicating/Recording	Advisory AOA indications located on optional stand-alone AOA gauge on instrument panel	No	No	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
31 Indicating/ Recording	Cockpit Voice Recorder (CVR) panel installed.	No	No	HO				A	A
31 Indicating/ Recording	Honeywell Stall Warning system (No vane change) PFD indications differ in presentation	No	Norm Abnorm Emer		TCBI, SU			A	A
31 Indicating/ Recording	Stall system test accomplished with SYS TEST/RESET rotary knob on pedestal. PFD test indications different	No	Norm		TCBI, SU			A	A
31 Indicating/ Recording	No Green Circle Ratio presented on airspeed indicator	No	Norm Abnorm	HO				A	A
31 Indicating/ Recording	Landing gear position indications moved from EICAS to GEAR/HYD panel	No	Norm Abnorm	HO				A	A
31 Indicating/ Recording	(Optional) Runway Awareness Alerting System (RAAS) available	No	No	HO				A	A
31 Indicating/ Recording	(Optional) Electronic Checklist selected for display on MFD with MFD bezel keys.	No	Norm	HO				A	A
31 Indicating/ Recording	DU REVERSION/DIM panel moved to pilot switch panel and labeled REVERSION - includes ADC/AHRS/ICSG reversion switches	No	Abnorm Emer			CSS, PTT FTD 2-5		B	A
31 Indicating/ Recording	DU2 and DU3 reversion controls on pilot's and copilot's glareshield.	No	Abnorm			CSS, PTT FTD 2-5		B	A
31 Indicating/ Recording	Low Speed Awareness and Overspeed cues on PFDs, color logic changed.	No	No	HO				A	A
31 Indicating/ Recording	Heading, speed, altitude select bugs and navigation source color logic changes.	No	No	HO				A	A
31 Indicating/ Recording	VSI indication changed from a tape to an arc.	No	No	HO				A	A
31 Indicating/ Recording	Electronic navigation chart display not available	No	No	HO				A	A
31 Indicating/ Recording	FPV now FPA (Flight Path Angle) and generated by the Universal FMS. Includes speed carat indication	No	Norm Abnorm		TCBI, SU			A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
31 Indicating/ Recording	Database management accomplished through separate Data Transfer Unit	No	No	HO				A	A
32 Landing Gear	GEAR/HYD panel moved from center switch panel to co-pilot switch panel.	No	No	HO				A	A
32 Landing Gear	Landing Gear handle moved from Co-Pilot's switch panel to GEAR/HYD panel	No	No	HO				A	A
32 Landing Gear	Gear test accomplished with rotary test knob on pedestal	No	Norm		TCBI, SU			A	A
32 Landing Gear	Gear Caution/Warning indications differ in presentation. Logic is the same	No	No	HO				A	A
32 Landing Gear	No Synoptic presentation of AUX HYD or HYD XFLOW indications	No	No	HO				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	Norm	HO				A	A
33 Lights	Lights test accomplished with rotary knob on pedestal. Also runs audio test.	No	Norm		TCBI, SU			A	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	Norm Abnorm			CSS, PTT FTD 2-5		B	B
34 Navigation	Honeywell's AHRS replaces Garmin's integrated AHRS system	No	Norm Abnorm	HO				A	A
34 Navigation	Pilot's and copilot's PFD display options controlled by PFD Display Controllers.	No	Norm Abnorm		TCBI, SU			A	A
34 Navigation	Tuning of Navigation radios via RMUs. Audio portion of Nav radios controlled via Audio control panels located on pilot and copilot instrument panels.	No	Norm Abnorm			CSS, PTT FTD 2-5		B	A
34 Navigation	No automatic reversion of ADCs during malfunctions.	No	Norm Abnorm		TCBI, SU			A	A
34 Navigation	ADC test added, not a BIT test. Test completed with rotary test switch located on pedestal.	No	Norm		TCBI, SU			A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
34 Navigation	Traditional round gauges replace Electronic Standby Instrumentation System (ESIS) for Airspeed, Attitude and Altitude. Standby navigation accomplished on RMU.	No	Abnorm Emer		TCBI, SU			B	B
34 Navigation	PFD's Nav Source, Course and bearing pointers controlled via Pilot/Co-Pilot PFD display Controllers located on glareshield	No	Norm		TCBI, SU			A	A
34 Navigation	Mode S transponder without Enhanced Surveillance and ADS-B-Out	No	Norm Abnorm Emer	HO				A	A
34 Navigation	Transponder, no auto select function for ground and airborne ops.	No	Norm Abnorm	HO				A	A
34 Navigation	Different weather radar with panel located on pedestal. No lightning or turbulence detection.	No	Norm		TCBI, SU			A	A
34 Navigation	Universal FMS CDUs located on pedestal. Operation and functionality different	No	Norm			CSS, PTT FTD 2-5		C	C
34 Navigation	No PFD insert map to display traffic or navigation.	No	No	HO				A	A
34 Navigation	Universal FMS uses GPS, VOR and DME/DME capability. (Garmin uses GPS and SBAS WAAS only)	No	Norm Abnorm	HO				A	A
34 Navigation	WAAS/LPV optional equipment on Universal FMS. Operation and functionality different	No	Norm Abnorm	HO				A	A
34 Navigation	No reactive wind shear detection and guidance.	No	No	HO				A	A
34 Navigation	No MFD Auto-Zoom	No	No	HO				A	A
34 Navigation	MFD joystick provides FMS position input and control of some MFD displays	No	Norm	HO				A	A
34 Navigation	(Optional) Takeoff and Landing (TOLD) data base housed in Universal FMS. Operation and functionality different	No	No		TCBI, SU			B	A
34 Navigation	No Nav to Nav transfer for VOR/ILS approaches	No	No		TCBI, SU			C	B

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
34 Navigation	ACSS TCAS II (previously Garmin). PFD indications and guidance different	No	Abnorm Emer	HO				A	A
34 Navigation	Honeywell's GPWS (previously Garmin TAWS-A). PFD/MFD indications different	No	Norm Abnorm	HO				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	Norm Abnorm		TCBI, SU			B	A
35 Oxygen	Oxygen synoptic page accessed via DU bezel keys. Format and information displayed is different.	No	Norm	HO				A	A
35 Oxygen	PAX OXY/PRESS panel relocated on pedestal moved to copilot switch panel and relabeled PAX OXYGEN (Also in 21)	No	No	HO				A	A
45 Central Maintenance System	No Wi-Fi Iridium out. Maintenance data accessed with laptop via port in lower pedestal	No	No	HO				A	A
46 Information Systems	No capability to display electronic flight charts or AOPA airport directory.	No	No	HO				A	A
46 Information Systems	No graphical map capability	No	No	HO				A	A
46 Information Systems	Not capable of XM or international weather presentation	No	No	HO				A	A
70 Powerplant	L and R Engine controls relocated on pedestal	No	No	HO				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	HO				A	A

DIFFERENCE AIRCRAFT: Learjet 40 BASE AIRCRAFT: Learjet 70 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	

MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
PTS Maneuvers	No Changes	No	No	HO				A	A

Appendix 2

RBHA 91 and RBAC 135 Compliance Checklists

The compliance checklists below were provided by the manufacturer and may be used as a guide for both POI and Brazilian operator for RBHA 91 and RBAC 135 operations approval. The ANAC GAA does not approve the compliance checklists.

RBHA 91

ITEM	TITLE	COMPLIANCE
91.9 (b)	Flight Manual – Available on board	Compliant
91.9 (c)	Aircraft identified in accordance with the standards RBHA 45	Compliant
91.9 (d)	Takeoff or landing at a heliport constructed over water.	Not Applicable
91.21	Portable electronic devices.	Operator's Responsibility
91.107 (a)(3)	Seat or berth with a safety belt and shoulder belts.	Compliant
91.109 (a)	Dual Controls	Compliant
91.171	VOR equipment check for IFR operations.	Compliant
91.189	Category II and III operations: General operating rules.	Operator's Responsibility
91.191	Category II and Category III manual.	Operator's Responsibility
91.193	Certificate of authorization for certain Category II operations	Operator's Responsibility
91.203 (a)(2)	Flight manual and checklist;	Operator's Responsibility
91.203 (d)	Certificate of Airworthiness for newly manufactured aircraft.	Not Applicable
91.203 (f)	Operation with a fuel tank installed inside the passenger compartment.	Not Applicable
91.203 (g)	No person may operate a civil airplane (domestic or foreign) into or out of an airport in Brazil unless it complies with the fuel venting and exhaust emissions requirements of RBAC 34.	Compliant
91.205 (b)(1)	Airspeed indicator for each pilot required;	Compliant
91.205 (b)(2)	Altimeter for each pilot required;	Compliant
91.205 (b)(4)	A magnetic direction indicator (compass);	Compliant
91.205 (b)(5)	Tachometer for each engine.	Compliant
91.205 (b)(6)	Oil pressure gauge for each engine using pressure system.	Compliant
91.205 (b)(7)	Temperature gauge for each liquid-cooled engine.	Compliant
91.205 (b)(8)	Oil temperature gauge for each air-cooled engine.	Compliant
91.205 (b)(9)	Torque gauge and gases temperature gauge for each engine and turbine as applicable;	Compliant
91.205 (b)(10)	Rotation rotor gauge for each main engine	Compliant
91.205 (b)(11)	Manifold pressure gauge for each altitude engine.	Not Applicable
91.205 (b)(12)	Fuel gauge indicating the quantity of fuel in each tank.	Compliant
91.205 (b)(13)	Landing gear position indicator, if the aircraft has a retractable landing gear.	Compliant
91.205 (b)(15)	Approved safety belt	Compliant
91.205 (b)(16)	Approved shoulder belts on every front seat;	Compliant
91.205 (b)(17)	An emergency location transmitter, if required by that regulation 91.207;	Compliant

91.205 (b)(18)	Shoulder Harness	Compliant
91.205 (b)(19)	For rotorcraft built after September 16, 1992, a shoulder belt for each seat;	Not Applicable
91.205 (b)(20)	Fire extinguisher portable accessible to the members of the crew flight;	Compliant
91.205 (b)(21)	For hydroplanes and amphibious aircraft, at least one anchor and one drogue.	Not Applicable
91.205 (b)(22)	VHF, bilateral radio-communication	Compliant
91.205 (b)(23)	Anti-collision lights	Compliant
91.205 (c)(1)	Instruments and equipment specified in paragraph (b) of this section being all the instruments adequately illuminated	Compliant
91.205 (c)(2)	a gyroscopic attitude indicator (artificial horizon);	Compliant
91.205 (c)(3)	Approved position lights	Compliant
91.205 (c)(4)	Approved anti-collision light	Compliant
91.205 (c)(5)	Landing lights	Compliant
91.205 (c)(6)	An adequate source of electrical energy for all installed electrical and radio equipment.	Compliant
91.205 (c)(7)	One spare set of fuses, or three spare fuses of each kind required, that are accessible to the pilot in flight	Compliant
91.205 (c)(9)	At least one equipment of radio navigational appropriate to each ground station to be used, when flying in controlled area;	Compliant
91.205 (d)(1)	Instruments and equipment specified in paragraph (b) of this section, and, for night flight, instruments and equipment specified in paragraph (c) of this section.	Compliant
91.205 (d)(2)	a VHF system of radio-communication bilateral and at least one equipment of navigation appropriate to the each ground station to be used, including phones (or loudspeakers) and microphones associates;	Compliant
91.205 (d)(3)	Gyroscopic rate-of-turn indicator for each pilot required	Compliant
91.205 (d)(4)	Slip-skid indicator for each required pilot	Compliant
91.205 (d)(5)	Sensitive altimeter adjustable for barometric pressure for each pilot required;	Compliant
91.205 (d)(6)	a heating system of "pitots" of the anemometric systems;	Compliant
91.205 (d)(7)	a clock displaying hours, minutes and seconds, sweep second pointer or digital presentation for each pilot required	Compliant
91.205 (d)(8)	Generator of adequate capacity.	Compliant
91.205 (d)(9)	Gyroscopic pitch and bank indicator (artificial horizon) for each required pilot	Compliant
91.205 (d)(10)	Gyroscopic direction indicator (directional gyro or equivalent) for each required pilot	Compliant
91.205 (d)(11)	a vertical speed indicator for each pilot required.	Compliant
91.205 (e)	Flight at and above 24,000 ft. MSL (FL 240). DME	Compliant
91.205 (f)	Category II operations. Required equipment and instruments	Compliant
91.205 (g)	Category III operations. Required equipment and instruments	Compliant
91.207 (a)(1)	There is attached to the airplane an approved automatic type emergency locator transmitter...	Compliant
91.207 (a)(2)	For operations other than those specified in paragraph (a)(1) of this section, there must be attached to the airplane an approved personal type or an approved automatic type	Compliant
91.207 (b)	Each emergency locator transmitter required by paragraph (a) of this section must be attached to the airplane in such a manner that the probability of damage to the transmitter in the event of crash impact is minimized. Fixed and deployable automatic type transmitters must be attached to the airplane as far aft as practicable.	Compliant
91.207 (f)	Paragraph (a) of this section does not apply to--	Compliant
91.207 (h)	Each ELT on board of an aircraft registered in Brazil must meets the requirements of section 91.225 of this regulation.	Compliant

91.207 (i)	From 01 of January of 2007 any new ELT to be installed in airplane registered in Brazil it must possess the frequencies of 121.5 and 406 MHz...	Compliant
91.211 (b)	Pressurized cabin aircraft.	Compliant
91.213 (a)	List of minimum equipment and instruments for operation.	Compliant
91.215	ATC transponder and altitude reporting equipment and use.	Compliant
91.217 (b)	The equipment was tested and calibrated to transmit altitude data corresponding within 125 feet of the indicated or calibrated datum of the altimeter normally used to maintain flight altitude,	Compliant
91.217 (c)	Unless the altimeters and digitizers in that equipment meet the standards of TSO-C10b and TSO-C88, respectively.	Compliant
91.219	Altitude alerting system or device: Turbojet-powered civil airplanes.	Compliant
91.221 (a)	All airspace: Brazil-registered civil aircraft. Any traffic alert and collision avoidance system installed in a Brazil - registered civil aircraft must be approved by the Administrator.	Compliant
91.221 (c)	(Airspace RVSM (Reduced Vertical Separation Minimum). Notwithstanding the provide one in paragraph (b) of this section, when operating an aircraft in airspace RVSM, no person can shall have ACAS system on and operating unless this system is of type ACAS II (TCAS II, type 7.0).	Compliant
91.221 (d)	Aircraft transport category configured with more than 30 seats, that they have received its first one Airworthiness Certified (independent of the issuer country) in or after 01 of January of 2008, must be equipped with a system ACAS II (TCAS II, type 7.0 or superior).	Compliant
91.221 (e)	Aircraft transport category configured with more than 30 seats, that they have received its first one Airworthiness Certified (independent of the issuer country) in or after 01 of January of 2010, must be equipped with a system ACAS II (TCAS II, type 7.0 or superior).	Compliant
91.223	Terrain awareness and warning system. (EGPWS)	Compliant
91.223 (a)	Airplanes manufactured after December 31, 2003...	Compliant
91.223 (b)	Airplanes manufactured on or before January 01, 2004....	Compliant
91.223 (c)	Airplane Flight Manual. The Airplane Flight Manual shall contain appropriate procedures	Compliant
91.225	All the electronic equipment on board required by this regulation and the RBHA 121 and 135 that they receive and/or they transmit radio signals of/to control systems stations of air traffic, meteorology and searches and rescue must comply with norms and specifications established by Department of Control of Airspace (Departamento de Controle do Espaço Aéreo – DECEA).	Compliant
91.409 (a)	Inspections.	Operator's Responsibility
91.409 (a)(1)	Annual Maintenance Inspection (AMI) in accordance with RBHA 43.	Operator's Responsibility
91.409 (a)(2)	Initial survey to obtain an airworthiness certificate in accordance with RBHA 21	Operator's Responsibility
91.409 (b)	100 hrs Inspection	Operator's Responsibility
91.409 (c)	Paragraphs (a) and (b) of this section shall not apply to	Operator's Responsibility
91.409 (d)	Progressive inspection.	Operator's Responsibility
91.409 (e)	Large airplanes (to which part 125 is not applicable), turbojet multiengine airplanes, turbo-propeller-powered multiengine airplanes, and turbine-powered rotorcraft.	Operator's Responsibility
91.409 (f)	Selection of inspection program under paragraph (e) of this section.	Operator's Responsibility
91.409 (f)(1)	An inspection program for continued airworthiness...	Compliant
91.409 (f)(2)	A program of inspections.	Compliant
91.409 (f)(3)	A current inspection program recommended by the manufacturer.	Compliant
91.409 (f)(4)	Any other inspection program approved by DAC	Compliant
91.409 (g)	Inspection program approved under paragraph (e) of this section.	Operator's Responsibility

91.409 (h)	Change an inspection program to another.	Operator's Responsibility
91.410 (a)	Limitation on number of cycle / aircraft.	Not Applicable
91.410 (b)	Instructions for maintenance and inspection of fuel tank system.	Not Applicable
91.411 (a)	Testing and inspection static pressure system according to RBHA 43 appendix E.	Operator's Responsibility
91.411 (b)	The tests required by paragraph (a) of this section must be conducted by the manufacturer	Operator's Responsibility
91.413 (a)(2)	Use an ATC transponder	Operator's Responsibility
91.413 (b)(3)	The tests and inspections specified in this section must be conducted by—the manufacturer of the aircraft	Compliant
91.503	Flying equipment and operating information	Operator's Responsibility
91.505	Familiarization with operational limitations and emergency equipments	Operator's Responsibility
91.507	Equipment requirements: night VFR operations	Compliant
91.509	Survival equipment for overwater operations	Compliant
91.511	Radio communication equipment appropriate to the facilities	Compliant
91.513	Emergency equipment	Compliant
91.517 (a)	Passenger Information	Compliant
91.517 (b)(c)(d)(e)	Passenger Information	Compliant
91.519	Oral Instructions to Passengers	Compliant
91.521	Shoulder harness	Compliant
91.523	Hand Luggage	Not Applicable
91.525	Carriage of cargo	Not Applicable
91.527	Operating in icing conditions	Operator's Responsibility
91.533	Flight attendant requirements	Not Applicable
91.537	RVSM	Compliant
91.603	Aural speed warning device	Compliant
91.605	Transport category civil airplane weight limitations	Compliant
91.607	Emergency exits for airplanes carrying passengers for hire	Compliant
91.609	Flight data recorders and cockpit voice recorders	Compliant

RBAC 135

ITEM	TITLE	COMPLIANCE
135.75 (b)	Observer seat in the compartment of the pilots	Compliant
135.83 (a)(2)	Emergency cockpit checklist	Compliant
135.83 (a)(5)	Performance data on one engine inoperative climb	Compliant
135.83 (c)	Contents checklist of emergency:	Compliant
135.87 (a)	Carried in an approved cargo rack, bin, or compartment	Compliant
135.87 (b)	Secured by an approved means	Compliant
135.87 (d)	Means to prevent articles of baggage stowed under it from sliding under crash impacts	Compliant
135.87 (e)	Cargo compartments requiring physical entry of a crew member.	Not Applicable
135.89 (a)	Unpressurized aircraft.	Not Applicable
135.89 (b)	Pressurized aircraft	Compliant
135.93	Autopilot: Minimum altitudes for use.	Compliant
135.111	Second in command required in category II operations	Compliant
135.113	Passenger occupancy of pilot seat	Not Applicable
135.127(a)	The operator shall not permit anyone or flight crew member to smoke in an aircraft operated under this RBAC.	Compliant
135.127(b)	No smoking illuminated sign or placard	Compliant
135.127(c)	Lavatory	Compliant
135.127(d)	Obstruct, shut down or destroy a smoke detector installed in the lavatory.	Compliant
135.128(a)	Approved seat or bed, with individual seat belts.	Compliant
135.129	Exit seating	Compliant
135.143(c)	ATC transponder equipment	Compliant
135.145	Flights Operational Evaluation	Operator's Responsibility
135.147	Dual controls required.	Compliant
135.149(a)	Sensitive altimeter	Compliant
135.149(b)	Heating or deicing equipment for each carburetor	Not Applicable
135.149(c)	Artificial horizon - the third indicator	Compliant
135.150	Public address and crewmember interphone systems.	Compliant
135.151	Cockpit voice recorders.	Compliant
135.152	Flight recorders.	Not Applicable
135.152a	Recorder Digital Flight Data for Aircraft with 10-19 seats.	Not Applicable
135.153	Ground proximity warning system.	Compliant
135.154(a)(1)	Airplanes with turbine engines with 10 or more seats for passengers	Not Applicable
135.154(a)(2)	Airplanes with turbine engines with 6-9 passenger seats	Compliant
135.154(b)	Airplane manufactured on or before January 1, 2004	Compliant
135.154(c)	Airplane Flight Manual.	Compliant
135.155	Fire extinguishers: Passenger-carrying aircraft.	Compliant
135.157(a)	Unpressurized aircraft.	Not Applicable
135.157(b)	Pressurized aircraft.	Compliant
135.158	Pitot heat indication systems.	Compliant
135.159(a)	A gyroscopic rate-of-turn indicator	Compliant

135.159 (b)	A slip skid indicator	Compliant
135.159 (c)	A gyroscopic bank-and-pitch indicator.	Compliant
135.159 (d)	A gyroscopic direction indicator.	Compliant
135.159 (e)	A generator or generators able to supply all probable combinations of continuous in-flight electrical loads for required equipment and for recharging the battery	Compliant
135.159 (f)(1)	An anti-collision light system;	Compliant
135.159 (f)(2)	Instrument lights	Compliant
135.159(g)	Continuous electrical load in flight	Compliant
135.161(a)	Radio equipment for bilateral communications	Compliant
135.161(b)	Radio navigation equipment	Compliant
135.163(a)	Required a vertical speed indicator for each pilot.	Compliant
135.163(b)	A free-air temperature indicator;	Compliant
135.163(c)	A heated pitot tube for each airspeed indicator;	Compliant
135.163(d)	A power failure warning device	Compliant
135.163(e)	An alternate source of static pressure	Compliant
135.163(f)	For a single-engine aircraft:	Not Applicable
135.163(g)	For multi-engine aircraft, at least two generators or alternators each of which is on a separate engine	Compliant
135.163(h)	Two independent sources of energy for gyroscopic instruments	Compliant
135.165(a)	The reaction plane with 10 or more passenger seats, or engine airplane in an additional operation.	Not Applicable
135.165(b)(1)	A transmitter;	Compliant
135.165(b)(2)	Two microphones;	Compliant
135.165(b)(3)	Two headphones or an earpiece and speaker;	Compliant
135.165(b)(4)	A marker beacon receiver	Compliant
135.165(b)(5)	Two independent receivers for navigation;	Compliant
135.165(b)(6)	Two independent receivers for communications, and	Compliant
135.165(b)(7)	An additional transmitter.	Compliant
135.165(b)(8)	Helicopters in offshore operations, if required, a marine VHF.	Not Applicable
135.167(b)	Liferafts	Not Applicable
135.167(c)	Emergency locator transmitter fixed to one of the boats.	Not Applicable
135.167(d)	Helicopters operating in fixed or floating platforms.	Not Applicable
135.169(a)	Operation of a large airplane.	Not Applicable
135.169(b)	Operation of a small plane with a conventional engine or turboprop, with 10 passenger seats or more.	Not Applicable
135.169(c)	Small plane with a passenger configuration of 10 seats or more.	Not Applicable
135.169(d)	Cargo or baggage compartments:	Not Applicable
135.169(e)	Reports of conversions and reconfigurations (retrofit.)	Not Applicable
135.170	Materials for compartment interiors.	Compliant
135.171(a)	The reaction plane or having 10 passenger seats or more	Not Applicable
135.173	Airborne thunderstorm detection equipment requirements.	Compliant
135.175	Airborne weather radar equipment requirements.	Compliant
135.177	First Aid Kit	Compliant
135.178(a) to (f)	Additional emergency equipment.	Not Applicable

135.178(g)	Exterior exit markings. Each passenger emergency exit and the means of opening that exit from the outside must be marked on the outside of the airplane. There must be a 5 cm(2-inch) colored band outlining each passenger emergency exit on the side of the fuselage. Each outside marking, including the band, must be readily distinguishable from the surrounding fuselage area by contrast in color. The markings must comply with the following:	Not Applicable
135.178(g)(1)	If the reflectance of the darker color is 15 percent or less, the reflectance of the lighter color must be at least 45 percent.	Not Applicable
135.178(g)(2)	If the reflectance of the darker color is greater than 15 percent, at least a 30 percent difference between its reflectance and the reflectance of the lighter color must be provided.	Not Applicable
135.178(g)(3)	Exits that are not in the side of the fuselage must have the external means of opening and applicable instructions marked conspicuously in red or, if red is inconspicuous against the background color, in bright chrome yellow. Additionally, when the opening means for such an exit is located on only one side of the fuselage, a conspicuous marking to that effect must be provided on the other side. "Reflectance" is the ratio of the luminous flux reflected by a body to the luminous flux it receives.	Not Applicable
135.180	Traffic Alert and Collision Avoidance System.	Not Applicable
135.183(a)	Operating at an altitude required to achieve land in case of engine failure;	Compliant
135.183(c)	Multi-engined aircraft - maximum weight	Compliant
135.183(d)	Helicopter equipped with flotation device	Not Applicable
135.361 to 135.399	Applicability	Operator's Responsibility
135.421(a)	Type certificated aircraft with a configuration of 9 seats for passengers or less	Operator's Responsibility
135.421(b)	Manufacturer's maintenance program	Compliant
135.421(c)	Single-engine airplane used in operations under IFR passenger transport	Not Applicable
135.421(d)	Single-engine airplane used in operations under IFR, carrying passengers...	Not Applicable
135.421(e)	Single-engine airplane carrying passengers in IFR conditions	Not Applicable

Appendix 3

Pilot Training outlines

1. Differences Course Learjet 40/45 to Learjet 70/75 (2 Pilots = Complete Crew)

Day	Theoretical Training	Hours	Practical Training	Training Hours
1	Classroom Instruction	4.0	IPT / FTD	2.0 / 2.0
2	Classroom Instruction	4.0	IPT / FTD	2.0 / 2.0
3	Classroom Instruction	4.0	IPT / FTD	2.0 / 2.0
4	Classroom Instruction	4.0	IPT / FTD - LOE	2.0 / 2.0
Total		16.0		16.0

Note 1: (1 Pilot only = Half Crew) being trained – minimum 12 hours IPT / FTD

Note 2: Length of difference course #1 evaluated and recommended by FSB.

Note 3: IPT training hours cannot be credited for FTD training hours, but FTD training hours can be credited for IPT training hours.

2. Differences Course Learjet 70/75 to Learjet 40/45 (2 Pilots = Complete Crew)

Day	Theoretical Training	Hours	Practical Training	Training Hours
1	Classroom Instruction	4.0	IPT / FTD	2.0 / 2.0
2	Classroom Instruction	4.0	IPT / FTD	2.0 / 2.0
3	Classroom Instruction	4.0	IPT / FTD	2.0 / 2.0
4	Classroom Instruction	4.0	IPT / FTD	2.0 / 2.0
5	Classroom Instruction	4.0	IPT / FTD - LOE	2.0 / 2.0
Total		20.0		20.0

Note 1: (1 Pilot only = Half Crew) being trained – minimum 16 hours IPT / FTD

Note 2: Length of difference course #2 evaluated through analysis and FSB Chair must be advised of first class offering to evaluate / validate training course.

Note 3: IPT training hours cannot be credited for FTD training hours, but FTD training hours can be credited for IPT training hours.

3. Learjet 70/75 Initial Type Rating Course (2 Pilots = Complete Crew)

	Training Elements	Training Days	Training Hours
Ground Training Segment (Phase I)	Instructor-Led Training	6	36.0
	Systems Integration		12.0
Flight Segment (Phase II)	Instructor Briefings / Debriefings FFS (5)	5	20.0
	LOFT	1	4.0
	Practical Test	1	As Required

Note 1: (1 Pilot only = Half Crew) being trained – minimums:

- 10 hours pilot flying / 2 hours pilot monitoring = 12 hours FFS
- LOFT – 2 hours pilot flying / 2 hours pilot monitoring = 4 hours FFS

Note 2: Length of initial type rating course #3 evaluated and recommended by FSB Chair.

Line Oriented Evaluation (LOE)

Upon completion of Differences Course #1 - Learjet 40/45 to Learjet 70/75, the GAA requires a partial proficiency check in the FTD or ODR Training Level D or E Device. The LOE is administered to demonstrate proficiency in a realistic Line Operations profile of approximately 2 hours. The tasks listed below will be evaluated during the LOE. A LOE would include: Preflight, System checks, Before Takeoff checks, Departure, Climb to a Cruise altitude, Descent, Arrival, Instrument approach, missed approach, Load and fly a different instrument approach, After Landing and Shutdown checks. The evaluator would provide normal ATC instructions, weather, weight and balance data, etc. The crew is expected to perform the tasks without assistance from the evaluator.

The LOE evaluator cannot be the same person / instructor that trained the Pilot(s).

Completion Standards

The pilot must be able to describe, locate, and identify aircraft systems; perform normal, abnormal, and emergency checklists; and demonstrate proficiency with the Garmin G5000 Avionics.

The Partial Proficiency check minimum tasks required include:

1. Check Database expiration dates
2. Display an appropriate Instrument Approach Procedure chart
3. Turn on / off Synthetic Vision System
4. Set V-speeds on airspeed indicator
5. Tune a Communication and Navigation frequency
6. Input / change a Transponder code
7. Change the altimeter setting
8. Set Primary Flight Display from Full to Primary Flight Display / Multi-Function Window (MFW) and back
9. Select full and half mode on Multi-Function Display
10. Select System Synoptics for display
11. Select all System Tests
12. Load and activate a flight plan including weight functions

13. Insert and delete flight plan waypoints
14. Show how to fly direct to a waypoint
15. Program a Vertical Navigation descent
16. Change arrival airport and approach procedure
17. Create, Enter, Modify, Depart and Delete a holding pattern
18. Identify Level of Service for a Radio Navigation approach
19. Set minimums for an approach
20. Change active Navigation source
21. Select bearing pointers On / Off
22. Select different wind data window formats
23. Select / De-Select Angle of Attack
24. De-Clutter inset map display
25. Change Navigation Map range on Multi-Function Display

SAMPLE - Minimum Tasks to be Evaluated

Line Oriented Evaluation (LOE)

Evaluator Guidance: Satisfactory completion of the Line Oriented Evaluation requires a minimum score of 80% (corrected to 100% after all tasks have been attempted).

If pilot is unable to achieve a minimum score of 80%, additional training will be required.

Place in box: “S” - Satisfactory / “N” - Not Satisfactorily / “Y” – Retrain or Blank if Not Retrained

Task #	Task	1 st Attempt	Retrain	2 nd Attempt
1.	Check Database expiration dates			
2.	Display an appropriate Instrument Approach Procedure chart			
3.	Turn On / Off Synthetic Vision System			
4.	Set V-speeds on airspeed indicator			
5.	Tune a Communication and Navigation frequency			
6.	Input / Change a Transponder code			
7.	Change the altimeter setting			
8.	Set Primary Flight Display from Full to PFD / MFW and back			
9.	Select full and half mode on Multi-Function Display			
10.	Select System Synoptics for display			
11.	Select all Systems Tests			
12.	Load and activate a flight plan including weights function			
13.	Insert and delete flight plan waypoints			
14.	Show how to fly direct to a waypoint			
15.	Program a Vertical Navigation descent			
16.	Change arrival airport and approach procedure			
17.	Create / Enter / Modify / Depart / Delete a holding pattern			
18.	Identify Level of Service for a Radio Navigation approach			

19.	Set minimums for an approach			
20.	Change active Navigation source			
21.	Select bearing pointers ON / OFF			
22.	Select different wind data window formats			
23.	Select / deselect Angle of Attack			
24.	De-clutter inset map display			
25.	Change Navigation Map range on Multi-Function Display			

Note: Completion of an Initial Qualification Course or Recurrent Training Course in a LR-70/75 aircraft, or simulator satisfies the requirements of this Differences Course and Demonstration of Proficiency. A log book entry, Training Record documenting successful completion of the LOE in LR-70/75, Check Ride form for a 61.58 check in a LR-70/75, or a copy of FAA Form FAA 8710-1 in LR-70/75 (or equivalent from another authority) is required to show completion of training.