10. APPLICATION OF REQUIREMENTS TO AIRMEN CERTIFICATION.

10.1 General.

In addition to master requirements the Flight Standardization Board (FSB) report contains specifications for administration of type rating or proficiency checks by FAA inspectors or air carrier check airmen. FAA airmen certification inspectors, air crew program managers (APM's), air carrier check airmen, air crew program designees (APD's), and designated pilot examiners (DPE's) should be familiar with FSB provisions regarding the proper administration of any necessary checks or evaluations for types or variants covered by the FSB report.

10.2 Checking Specifications.

FAA airmen certification inspectors and aircrew program managers should assure proper application and administration of checks required by FSB reports as constrained by the master difference requirementss (MDR) and specific operator differences requirements (ODR) tables. FSB reports describe difference levels which constrain the various maneuvers, procedures, or unique factors to be considered by inspectors or check airmen when administering checks or observing initial operating experience (IOE). For example, certain non-normal procedures may be required and others may be waived (no flap landings). Other unique procedures or maneuvers particular to an aircraft type may be necessary. Any unique configurations or failure conditions that should be observed while administering checks are described.

10.3 Surveillance.

Continuing surveillance is appropriate to ensure maintenance of both checking and device standards. Enroute inspection surveillance should ensure comprehensive performance of the overall application of FSB training, checking, and currency standards. Devices to be used for difference level compliance are specified by FSB reports and approved ODR's. Inspectors, examiners, and check airmen have the responsibility to ensure that devices approved under ODR's continue to meet FSB or National Simulator Evaluation Team (NSET) criteria as appropriate. If the devices fail to meet criteria or other deficiencies are observed in approved programs, remedial actions are initiated through the principal inspector. For significant deficiencies, feedback to the AEG/FSB would be appropriate for reconsideration of FSB provisions.

10.4 Oral and Written Tests.

Unless otherwide approved through an AQP program when C, D, and E level checking is shown, an approved oral or written test must be satisfactorily completed unless otherwise approved through an AQP program. This is necessary to ensure flightcrew members' knowledge with respect to each aircraft variant

and crew position involved and to validate attainment of training objectives.

10.5 Checks Regarding Complex Systems.

10.5.1 Checking for differences related to certain complex systems (e.g., FMS), at or above level C, must include a demonstration of competency covering both an oral/written exam and demonstration of procedural proficiency. The actual demonstration of proficiency must be certified by an authorized check airman, examiner, or FAA aviation safety inspector. Certification of knowledge of a crewmember may be done during training, by completion of an exam using the procedure described in Section 121.401(c) of the FAR, or as otherwise approved for an AQP program.

10.5.2 Complex systems checks should include hands-on operation and ensure demonstrated procedural proficiency in each applicable mode or function. Specific items and flight phases to be checked are specified such as: initialization, takeoff, departure, cruise, arrival, precision and non-precision approach, and pertinent non-normals. Airman certification may be based on an approved program which incorporates a series of separate tests accomplished during the training program if that program is shown to be effective in assuring airman competency.

10.6 Proficiency Checks, Section 121.441 of the FAR or AQP Proficiency Evaluations.

10.6.1 Proficiency checks or proficiency evaluations are to be administered as designated in the Federal Aviation Regulations and be consistent with the FSB report and MDR's. Guidance on maneuvers and devices is provided in section 7 of FSB reports and example ODR. Checks may be administered by an FAA inspector, designated check airman, or as authorized for an AQP program. In the case of level C or less, the FAA may authorize other persons to conduct the necessary evaluations.

10.6.2 When Proficiency Checks (PC) involve level C or greater variants, portions of the PC must be accomplished in relevant combinations of devices, simulators, or aircraft. The devices used for portions of the PC are usually the same devices used for training and when necessary are identified in FSB reports.

10.6.3 Equipment examinations during a PC should address all variants being operated by the flightcrew member.

10.6.4 In certain instances it may be possible to satisfactorily accomplish recurrent checking objectives in a device that does not meet initial check requirements. If approved by the FSB and principal inspector, principal inspectors may permit certain portions of such recurring checks to be conducted in a device not meeting initial check requirements. However, the principal inspector, FAA inspectors, designated examiners, or check airmen, may require demonstration of competency in the initial level devices when

doubt exists regarding training program adequacy, an airman's preparation or competency, or it is otherwise determined necessary.

10.7 Operating Experience.

The FSB may determine that qualification in variants must include an additional minimum of IOE or supervised line flying (SLF) beyond that necessary for qualification in the type. Thus, FSB requirements should be applied for conduct of all IOE/SLF. Certain required operating experience identified as SLF must be obtained while serving in a flight crew position and include operation of the specified system. In such instances jumpseat observation does not apply. In cases specified by the FSB for this additional IOE, line-oriented flight training (LOFT), or line operational simulation (LOS) involving appropriately configured simulators may be used for IOE/SLF.

10.8 Recurrent Checking.

Unless otherwise identified by the MDR's footnotes, recurrent ground and flight training must include suitable checks when specified at or above level B. Such checks should assess knowledge and acceptable levels of skill and consider airplane variants and crew position.

11. TRAINING DEVICE AND SIMULATOR APPROVAL.

11.1 Training Device and Simulator Characteristics.

11.1.1 Minimum Device and Simulator Characteristics. Minimum acceptable characteristics and standards for flight training devices and simulators are described in AC 120-40A and AC 120-45. These standards are directly applied by the FSB in difference level specifications. When applicable, other device characteristics may also be specified by the FSB as the minimum acceptable for differences training, checking, or currency between certain variants. These characteristics are identified in the FSB report.

11.1.2 Coordination with the FAA National Simulator Program. When the FSB specifies device characteristics, the FSB coordinates with the National Simulator Evaluation Team (NSET) to ensure simulator criteria compatibility and approval process definition. If device or simulator characteristics have not been previously recognized by the FAA as meeting this AC, FSB, or NSET criteria, they must be evaluated by the NSET in consultation with the FSB prior to receiving credit in an approved differences program.

11.2 Aircraft/Simulator/Device Compatibility.

11.2.1 Devices and Simulators to Match Variants. When flightcrews fly variants in a mixed fleet, the combination of simulators and training devices used to satisfy MDR and ODR provisions must match specific variants of the aircraft flown by that operator, including use of leased training devices and simulators (Ref. Section 121.407 of the FAR). The acceptability of

differences between training devices, simulators, and aircraft operated must be addressed by the principal inspector, FSB, and NSP as appropriate. The FSB, PI, and when necessary, AFS-200, identify acceptable credit for simulators and training devices. Provisions for other approvals are described in 11.3 below.

11.2.2 Differences between Devices, Simulators, and Variants. When differences exist between variants and the proposed training devices or simulators to be used, then MDR's and ODR's may be used as guidance for acceptance and approval as is done between variants. The FSB, the NSP, and AFS-200 should be consulted when uncertainty exists regarding use of MDR's and ODR's for acceptance or approval of these devices. The FSB will not recommend use or approval of devices which significantly differ from actual aircraft operated.

11.3 Simulator and Device Approvals.

11.3.1 Criteria for Approval. Training device and simulator approval requests should be made in accordance with AC 120-40A, 120-40, or the AQP SFAR. If device characteristics clearly meet established FAA criteria and have been previously qualified by the NSET, or have been accepted by the FSB as meeting the intent of MDR's, the principal inspector may approve those devices for that carrier. The FSB will maintain records of its determinations regarding device compliance for specific difference levels for future reference. When proposed devices do not clearly satisfy a given level, advice should be requested from the FSB or NSP Manager.

11.3.2 NSET Representation to the FSB. In order to address designation of and approval processes for devices and simulators at C, D, and E Difference levels, a National Simulator Evaluation Team member serves as an advisor to the FSB or a member of the FSB.

11.3.3 Coordination of NSET Criteria with the FSB. National simulator team development of criteria for training devices and approval test guides (ATG's) for new or derivative aircraft are coordinated with the FSB. This ensures compatibility of FSB/NSET requirements and effective use of resources for development of ATG's and determination of FSB requirements.

12. APPROVAL AND RECONSIDERATION OF FAA DECISIONS.

12.1 FAA Approval of FSB Reports. FSB reports are approved as designated by AFS-1. In the event that revision of an FSB report is necessary, the FSB is provided with necessary policy guidance to implement applicable changes.

12.2 Applicants, Operators, or other Organizations Requesting Reconsideration of FSB Report Provisions. When there is disagreement with provisions of an approved FSB report, that disagreement may be expressed to the FSB chairman for the pertinent aircraft type. In the event an issue cannot be resolved, the issue may then be addressed to the Air Transportation Division, AFS-200.

Additional information, data, or analysis may be provided to support differing views regarding the FSB provisions in question.

13. OTHER MEANS OF COMPLIANCE.

13.1 Alternate Compliance. This AC and FSB reports describe a standard means, but not the only means, of compliance with requirements for Part 121 Subpart N and O and certain provisions of the AQP SFAR. Even though an FSB report is published in accordance with this AC, alternate means of compliance are considered by FAA. However, alternate means must provide an equivalent level of safety, be compatible with other Federal Aviation Regulations, and be approved as designated by AFS-1.

13.2 Equivalence Must be Demonstrated. If an alternate means of compliance is sought, operators, manufacturers, or modifiers will be required to establish that each proposed alternate means provides an equivalent level of safety to the provisions of this AC and pertinent FSB reports. Analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required. Such approvals are made on a case by case basis. When a significantly different approach is proposed by a manufacturer or operator, proof of concept evaluation is required. This is appropriate to establish both the effectiveness of evaluation methods and the level of safety provided by the alternate means. The FAA and applicant must agree on any proof of concept evaluation used to establish the acceptability of a different concept or means of compliance. When the FAA authorizes methods other than specified by this AC, related air carrier, military, foreign or other experience, accident or incident history, and other factors are considered.

13.3 Additional Limitations May Be Necessary. When an operator does not elect to apply the provisions and techniques of this AC, any credit for qualification in variant(s) will be conservatively considered. Training program reductions, simulator and device approvals, and check simplification by maneuver waivers may be significantly limited to ensure an equivalent level of safety and reporting requirements may need to be increased. Should a manufacturer or modifier not apply this AC for a new type or variants, the FAA will make appropriate conservative judgments for requirements applicable to that type or variant. This includes designation of a type rating and specification of training, checking, and currency program requirements for the aircraft or variants.

13.4 Lead Time. FAA will generally not consider relief through alternate compliance means unless sufficient lead time has been planned to allow for any necessary testing and evaluation. When clearly unforseen circumstances make it impossible to develop, apply, or comply with FSB provisions in a timely manner, the applicant may seek interim equivalent programs rather than a permanent alternate compliance method. Financial arrangements, schedule adjustment, and other non-operational reasons are not considered appropriate justification for temporary provisions.

ATTACHMENT 1 - FSB REPORT CONTENTS

FSB REPORT PART I - TRAINING, CHECKING, CURRENCY, AND OTHER REQUIREMENTS

(Part I contains requirements for application by FAA field offices and Part 121 operators.)

1. PURPOSE AND APPLICABILITY

2. PILOT "TYPE RATING" REQUIREMENTS

3. "MASTER COMMON REQUIREMENTS" (MCR's)

4. "MASTER DIFFERENCE REQUIREMENTS" (MDR's)

5. ACCEPTABLE "OPERATOR DIFFERENCE REQUIREMENTS" TABLES

6. FSB SPECIFICATIONS FOR TRAINING

7. FSB SPECIFICATIONS FOR CHECKING

8. FSB SPECIFICATIONS FOR CURRENCY

9. AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

10. FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

11. APPLICATION OF FSB REPORT

12. ALTERNATE MEANS OF COMPLIANCE

13. MISCELLANEOUS

APPENDIX 1 - MDR TABLE

APPENDIX 2 - ACCEPTABLE ODR TABLES

APPENDIX 3 - ACCEPTABLE TRAINING PROGRAM EXAMPLE

APPENDIX 4 - COMPLIANCE CHECKLIST

ATTACHMENT 1 (CONT)

FSB REPORT PART II - BOARD RECORD

(Part II is retained within FAA as a permanent record of FSB evaluations and determinations)

1.0 BACKGROUND

2.0 FSB COMPOSITION

3.0 APPLICANTS PROPOSAL AND FAA ISSUE PAPERS

4.0 TYPE RATING AND CREW QUALIFICATION TESTS, AND FSB DETERMINATIONS

5.0 PUBLIC MEETING RECORD AND RESOLUTION OF COMMENTS

6.0 SUMMARY AND CONCLUSIONS

7.0 ATTACHMENTS (Examples)

Attachment 1 - Applicants proposal

Attachment 2 - Issue Papers

Attachment 3 - Public Meeting Record/Availability

Attachment 4 - Comments submitted

Attachment 5 - Tests Used

Attachment 6 - Test LOF Scenarios

ATTACHMENT 2

MASTER DIFFERENCE REQUIREMENTS TABLE - EXAMPLE

The following MDR table is an example of a hypothetical aircraft type with five variants. The type (identified as a VAR) is shown to have five different variants identified as a V-100 through V-500. Each variant is assumed to have uniformly increasing differences from a V-100, and the degree of difference between each is equal. The difference level requirements between variants reflect increasing differences from a V-100 to the V-500. At some point in the derivative aircraft's evolution, level E is assumed to have been assigned as a result of FSB evaluation and tests. Because level E is required, a different type rating (VAR-5) is identified for the V-500 and subsequent variants. Difference level requirements for operators who fly V-100's and V-500's are E/E/E. However operators who only fly V-400's and V-500's must meet B/B/B. This is appropriate because few differences exist between the V-400 and V-500 even though each has a separate type rating. Crews who fly only V-400 and V-500 variants may receive extensive credit for common training, checking, and currency between the variants. When completing differences qualification between a V-400 and V-500, crews may receive the other respective type rating as a result of satisfactory completion of a level B/B/B program as specified by the applicable FSB report.

MASTER DIFFERENCE REQTS (MDR) TABLE
(GENERIC FORMAT)

VAR = V-100, V-200, V-300, V-400

VAR-5 = VAR-500, ...

BASE AIRCRAFT (FROM)

TO AIRCRAFT	V-100	V-200	V-300	V-400	V-500	...
V-100	A/A/A	B/B/B	C/C/C	D/D/D	E/E/E	E/E/E
V-200	B/B/B	A/A/A	B/B/B	C/C/C	D/D/D	E/E/E
V-300	C/C/C	B/B/B	A/A/A	B/B/B	C/C/C	D/D/D
V-400	D/D/D	C/C/C	B/B/B	A/A/A	B/B/B	C/C/C
V-500	E/E/E	D/D/D	C/C/C	B/B/B	A/A/A	B/B/B
...	E/E/E	E/E/E	D/D/D	C/C/C	B/B/B	A/A/A

TYPE RATINGS

VAR

VAR-5

OPERATOR PQR: V-100, V-500 REQUIREMENTS

OPERATOR XYZ: V-400, V-500 REQUIREMENTS

FIGURE A2-1

ATTACHMENT 3

OPERATOR DIFFERENCE REQUIREMENTS TABLE - EXAMPLE

Operator difference requirements (ODR) tables are prepared by the operator based on the FAA's master differences requirements (MDR's) table. The ODR tables are operator and aircraft specific and are maintained to represent the operator's specific fleet of aircraft and compliance methods. ODR tables address differences within that fleet for any crews that are conducting mixed fleet flying or that are seeking credit in initial or transition programs.

Example ODR tables for several variants of the B737 follow as figures A3-1 through A3-9.

737-200 TO 737-300 DESIGN OPERATOR DIFFERENCES REQUIREMENTS TABLE

DESIGN OPERATOR DIFFERENCES REQUIREMENTS TABLE								
DIFFERENCE AIRCRAFT: 737-300 BASE AIRCRAFT: 737-200 ADVANCED APPROVED BY (POI):_____				COMPLIANCE METHOD				
				TRAINING			CHKG/CURR	
DESIGN FEATURE	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	FLT CHK	CURR
AIRPLANE CONFIGURA-TION	- BODY EXTENSION 104 " - WING TIP EXTENSION 14" - DORSAL FIN	MIN-OR	NO		AVT/SU			B
PANEL LAYOUT	- ADDITION OF FMC/AFDS/AT/IRS ETC.	NO	NO		AVT/SU			
WEIGHTS	- GROWTH RELATED CHANGES	NO	NO		AVT/SU			
POWER PLANT	- PLACEMENT	MIN-OR	NO		AVT/SU			

FIGURE A3-1

737-200 TO 737-300 SYSTEM OPERATOR DIFFERENCES REQUIREMENTS TABLE

SYSTEMS OPERATOR DIFFERENCES REQUIREMENTS TABLE								
DIFFERENCE AIRCRAFT: 737-300 BASE AIRCRAFT: 737-200 ADVANCED APPROVED BY (POI):_____				COMPLIANCE METHOD				
				TRAINING			CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	FLT CHK	CURR
21 AIR COND. & PRESSURIZA-TION	- RECIRC FAN REPLACES GASPER FAN - 3 POSITION PACK SWITCH - FWD OUTFLOW VALVE LIGHT DELETED - EQUIPMENT COOLING FAN LIGHT - ADDITIONAL FAN INSTALLED (EFIS ONLY) - DISTRIBUTION: MINOR CHANGES	NO	YES		AVT/ SU			
22 AUTOFLIGHT	- SP-300 AFDS REPLACES SP-77/SP-177 - AUTOTHROTTLE ADDED* - AUTOLAND CAPABILITY ADDED* (*ONLY WHEN COMPARED TO SP-77 AIRPLANES) - LNAV/VNAV -TO/GA MODE	NO	YES		AVT	CBT/ FMS/ AT	C*+OE	D 90 DAYS + 3 FLT SEG.
24 ELECTRICAL	- MINOR CHANGES IN POWER DIST.	NO	NO		AVT/ SU			
25 EMERGENCY EQUIPMENT	- CANNISTER OPTION ONLY* - NEW CREW MASKS* (*OPTION ON SOME -200 AIRPLANES)	NO	YES		AVT/ SU			
26 FIRE PROTECTION	- DUAL-LOOP DETECTION SYSTEM - MINOR EXTING. EQUIP. CONFIG CHANGE - TWO SQUIBS PER BOTTLE	NO	YES		AVT/ SU			

FIGURE A3-2

737-200 TO 737-300 SYSTEM OPERATOR DIFFERENCES REQUIREMENTS TABLE

[continued]

SYSTEMS OPERATOR DIFFERENCES REQUIREMENTS TABLE								
DIFFERENCE AIRCRAFT: 737-300 BASE AIRCRAFT: 737-200 ADVANCED APPROVED BY (POD):_____				COMPLIANCE METHOD				
				TRAINING			CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	FLT CHK	CURR
27 FLIGHT CONTROLS	- ADD'L SPOILERS ADDED - ELECTRIC AIL TRIM - DUAL CHANNEL MACH TRIM; TEST BUTTON DELETED - SPEED TRIM ADDED - STAB TRIM BRAKE DELETED - TWO SPEED STAB TRIM - DIFFERENT STAB TRIM RANGE - ELECTRIC STAB TRIM OVERRIDE - ELECTRIC RUDDER TRIM - AUTOSLAT SYS. ADDED - TE FLAP PLACARD SPEEDS - CERTIFIED T/O FLAP SETTINGS	MIN-OR	YES		AVT/SU			
31 FLIGHT INSTRUMENTS	- EFIS (AS INSTALLED) - ADI/HSI (AS INSTALLED) - NAV SWITCH (AS INSTALLED)	NO	YES		AVT/SU			
28 FUEL	- CONTINUOUS FUEL HEAT; SWITCHES DELETED - FILTER BYPASS LIGHT REPLACES ICING LIGHT - FUEL CAPACITY INCREASED - GND XFER OF FUEL - AUX TANK (OPTIONAL)	NO	YES		AVT/SU			

FIGURE A3-3

737-200 TO 737-300 SYSTEM OPERATOR DIFFERENCES REQUIREMENTS TABLE
[continued]

SYSTEMS OPERATOR DIFFERENCES REQUIREMENTS TABLE								
DIFFERENCE AIRCRAFT: 737-300 BASE AIRCRAFT: 737-200 ADVANCED APPROVED BY (POI):_____				COMPLIANCE METHOD				
				TRAINING			CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	FLT CHK	CURR
29 HYDRAULIC	- LANDING GEAR XFER UNIT - SYS A & B SOURCES AND COMPONENTS CHANGED; A & B INDEPENDENT - GROUND INTERCONNECT DELETED - AUTOSLAT PTU - THRUST REVERSER- ONE ON EACH SYS - B QUANTITY GUAGE ADDED	NO	YES		AVT/ SU			
30 ICE & RAIN PROTECTION	- ENG INLET ANTI-ICE DELETED - WING ANTI-ICE OPERATION ON GROUND PERMITTED* (*OPTION ON SOME -200 AIRPLANES)	NO	YES		AVT/ SU			
32 LANDING GEAR	- NORM/ALT REPLACES A & B SYS BRAKES - PAIRED WHEEL ANTI-SKID PROTECTION ON ALT BRAKES -TIRE SCREEN DELETED* - NO TOUCHDOWN OR LOCKED WHEEL PROTECTION ON ALT BRAKES - SINGLE ANTI-SKID SWITCH (* OPTION ON SOME -200 AIRPLANES)	NO	NO		AVT/ SU			
34 NAVIGATION	- FMCS ADDED - IRS ADDED - ANCDU	NO	YES		AVT	CBT/ FMS/ AT	C* + OE	D 90 DAYS + 3 FLT SEG.

FIGURE A3-4

737-200 TO 737-300 SYSTEM OPERATOR DIFFERENCES REQUIREMENTS TABLE
[continued]

SYSTEMS OPERATOR DIFFERENCES REQUIREMENTS TABLE								
DIFFERENCE AIRCRAFT: 737-300 BASE AIRCRAFT: 737-200 ADVANCED APPROVED BY (POD):_____				COMPLIANCE METHOD				
				TRAINING			CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	FLT CHK	CURR
36 PNEUMATICS	- DISRIBUTION MINOR CHANGE	NO	NO		AVT/ SU			
73, 74, 77, 80 POWER PLANT	- CFM-56 ENGINES - NEW INDICATORS - CASCADING VANES TYPE REVERSER WITH AUTO RESTOW - PMC ADDED - IGN SELECT SWITCH	NO	YES		AVT/ SU			B
33 WARNING	- ADD'L SYS ANNUNCIATOR LIGHTS ADDED - GPWS MODE 6 WINDSHEAR OPTION* (* OPTION ON SOME -200 AIRPLANES)	NO	YES		AVT/ SU			
WINDSHEAR EQUIPMENT	- AUTOMATIC RECOVERY AVAILABLE IF IN DUAL CHANNEL - FLIGHT DIRECTOR GUIDANCE AVAILABLE (OPTIONAL)	NO	YES		AVT/ SU	FMS/ AT	C*	
PERFORMANCE	- CHANGED	MIN-OR	NO		AVT/ SU			
LIMITATIONS	- GROWTH RELATED CHANGES	NO	NO		AVT/ SU			B

FIGURE A3-5

737-200 TO 737-300 MANEUVER OPERATOR DIFFERENCES REQUIREMENTS TABLE

MANEUVER OPERATOR DIFFERENCES REQUIREMENTS TABLE								
DIFFERENCE AIRCRAFT: 737-300 BASE AIRCRAFT: 737-200 ADVANCED APPROVED BY (POD):_____				COMPLIANCE METHOD				
				TRAINING			CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	FLT CHK	CURR
NORMAL TAKEOFF, CLIMB, CRUISE, DESCENT, INSTRUMENT APPROACHES, LANDING	- OPTIONAL USE OF AFDS, & A/T (ALSO AN OPTION FOR -200 AFCS AIRPLANES) - OPTIONAL USE OF FMCS	NO	SEE APP		AVT/ SU	FMS/ AT	C* + OE	D 90 DAYS + 3 FLT SEG.
NON-NORMAL MANEUVERS	- OPTIONAL USE OF AFDS, & A/T (ALSO AN OPTION FOR -200 AFCS AIRPLANES) - OPTIONAL USE OF FMCS	NO	SEE APP.		AVT/ SU	FMS/ AT	C*	

FIGURE A3-6

737-300 TO 737-400 DESIGN OPERATOR DIFFERENCE REQUIREMENTS TABLE

DESIGN OPERATOR DIFFERENCES REQUIREMENTS TABLE

DIFFERENCE AIRCRAFT: 737-400
BASE AIRCRAFT: 737-300
APPROVED BY (POI) _____

DESIGN FEATURE	REMARKS	FLT CHAR	PROC CHNG	COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
				LVL A	LVL B	LVL C	FLT CHK		CURR
CONFIGURATION	- BODY LENGTHENED - TAIL SKID - TWO OVERWING EXITS ADDED	NO	NO	TNG HND-OUTS					
WEIGHT	- INCREASED WEIGHTS REQUIRES NEW FLAP SPEED SCHEDULE; 10 KNOTS ADDED TO ALL FLAP SPEEDS WITH GW ABOVE 138,500 FOR TAKEOFF OR LANDING	NO	YES	TNG HND-OUTS					B

FIGURE A3-7

737-300 TO 737-400 SYSTEMS OPERATOR DIFFERENCE REQUIREMENTS TABLE

SYSTEMS OPERATOR DIFFERENCES REQUIREMENTS TABLE								
DIFFERENCE AIRCRAFT: 737-400 BASE AIRCRAFT: 737-300 APPROVED BY (POI): _____				COMPLIANCE METHOD				
				TRAINING			CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	FLT CHK	CURR
21 AIR COND. & PRESSURIZA-TION	- 3 ZONE AIR CONDITIONING SYS. - REVISED CONTROLS AND INDICATORS - TRIM AIR	NO	SEE APP.	TNG HND-OUT				
22 AUTOFLIGHT	- REVISED DISENGAGE BAR -TO/GA MODE NOW AVAILABLE WITH BOTH F/D SWITCHES OFF	NO	NO	TNG HND-OUT				
24 ELECTRICAL	- HIGHER GENERATOR RATINGS	NO	NO	TNG HND-OUT				
27 FLIGHT CONTROLS	- INCREASED FLAP PLACARD SPEEDS	NO	NO	TNG HND-OUT				
34 NAVIGATION	- FMCS UPDATE 4; SEVERAL NEW CDU PAGES WITH ADDED INFO/ FEATURES	NO	NO	TNG HND-OUT				
LIMITATIONS	- GROWTH RELATED CHANGES	NO	NO	TNG HND-OUT				B

FIGURE A3-8

737-300 TO 737-400 MANEUVER OPERATOR DIFFERENCE REQUIREMENTS TABLE

MANEUVER OPERATOR DIFFERENCES REQUIREMENTS TABLE								
DIFFERENCE AIRCRAFT: 737-400 BASE AIRCRAFT: 737-300 APPROVED BY (POI)_____				COMPLIANCE METHOD				
				TRAINING			CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	FLT CHK	CURR
PREFLIGHT INSPECTION	- EXT. INSPECTION CHANGED TO ADD TAILSKID - INT INSPECTION CHANGED TO ADD EXTRA OVERWING EXITS	NO	SEE APP.	TNG HND-OUT				
TAKEOFF NORMAL	- FLAPS ONE NOT CERTIFIED FOR T/O	NO	NO	TNG HND-OUT				

FIGURE A3-9