

TEXTRON AVIATION INC.
AIRCRAFT DIVISION
WICHITA, KANSAS 67277

XM WEATHER OBSOLESCENCE

ICA Supplement

MODEL NO: 560XL

SUPPLEMENT NO: ICA-560XL-34-00012

SUPPLEMENT DATE: 5/26/2021

TEXTRON AVIATION INC.
AIRCRAFT DIVISION
WICHITA, KANSAS 67277

REVISIONS

ICA-560XL-34-00012	Rev: -	Date: May 26/2021
ICA Summary	Pages 1-6	
Manuals Affected	Description	Title
Maintenance Manual	34-42-05 page 1	COLLINS XM BROADCAST GRAPHICAL WEATHER SYSTEM - DESCRIPTION AND OPERATION
	34-42-05 pages 201-203	COLLINS XM BROADCAST GRAPHICAL WEATHER SYSTEM - MAINTENANCE PRACTICES
	34-42-05 page 501	COLLINS XM BROADCAST GRAPHICAL WEATHER SYSTEM - ADJUSTMENT/TEST
	34-64-01 pages 201-204	COLLINS INTEGRATED FLIGHT INFORMATION SYSTEM (IFIS) - MAINTENANCE PRACTICES
<ul style="list-style-type: none"> Updated information for the addition of the 1000S Sirius XM Weather Receiver. 		
Appendix A: Illustrated Parts Catalog	See Appendix A	See Attached Parts Table

1. Export Compliance

- A. This publication contains technical data and is subject to U.S. export regulations. This information has been exported from the United States in accordance with export administration regulations. Diversion contrary to U.S. law is prohibited.

ECCN: 9E991

2. Revision Bars

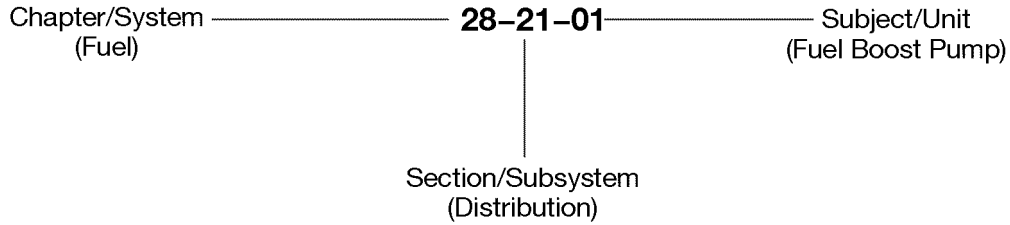
- A. Revision bars in this ICA supplement identify new ICAs and/or changes to the current ICAs in the released maintenance manual.
- New ICAs that are not in the current maintenance manual will have a revision bar from top to bottom along the left margin.
 - ICAs that are in the current maintenance manual and have information added, deleted or revised will have a revision bar(s) in the left margin adjacent to the added, deleted or revised information.
 - New or changed illustrations will have a change bar for the entire length of the page.

3. Page Numbering

- A. The page number system for ICA included in this supplement have three-element numbers that are separated by dashes. The three-element number is found at the bottom right corner of the page, left of the page number. The date is found below the page number.

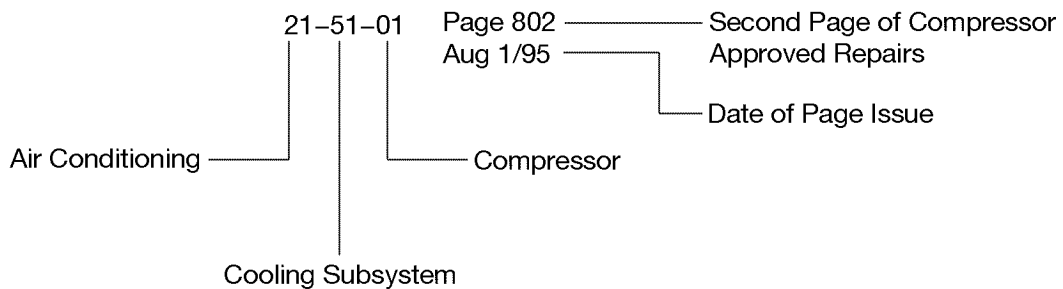
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- B. When the chapter/system element number is followed with zeros in the section/subsystem and subject/unit element number (28-00-00), the information is applicable to the entire system.
- C. When the section/subsystem element number is followed with zeros in the subject/unit element number (28-21-00), the information is applicable to the subsystems in the system.
- D. The subject/unit element number is used to identify information applicable to units in the subsystems. The subject/unit element number continues in sequence from the number -01- with the number of subsystem units in which maintenance information is necessary.
- E. All system/subsystem/unit (chapter/section/subject) maintenance data is separated into specified types of information: Description and Operation, Troubleshooting, Maintenance Practices, etc. Blocks of page numbers that are in sequence are used to identify the type of information:
 - (1) Description and Operation or Troubleshooting information may not be included if the procedure is easy. When subtopics are short, they may be put together into the Maintenance Practices section. Maintenance Practices can have a mix of subtopics that includes information to service, remove, install, adjust, test, clean, paint or do approved repairs.
 - (2) Longer procedures that are not as easy to do may be included in a specified section.
 - Page 1 through 99 - Description and Operation
 - Page 101 through 199 - Troubleshooting
 - Page 201 through 299 - Maintenance Practices
 - Page 301 through 399 - Servicing
 - Page 401 through 499 - Removal/Installation
 - Page 501 through 599 - Adjustment/Test
 - Page 601 through 699 - Inspection/Check
 - Page 701 through 799 - Cleaning/Painting
 - Page 801 through 899 - Approved Repairs
- F. A typical page number:

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- G. Illustrations use the same figure numbers as the page block in which they appear. For example, Figure 202 would be the second figure in a Maintenance Practices section.

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4. Supplement Revisions

- A. Revisions to this supplement may be accomplished if changes to this supplement are required after release of the original issue and prior to incorporation into the manuals listed in the REVISIONS table.
- B. All revisions to this supplement will have changes identified in detail in the revision block(s) above.
- C. All pages in this ICA supplement will have the same date and are valid as of the date shown.

5. ICA Incorporation into Applicable Manuals

NOTE: Most ICA supplements will be incorporated in the next available revision to the manuals listed above and should be used in conjunction with those manuals until the next available revision is released.

- A. The ICA Supplement List located in the Introduction section of each manual listed in the REVISIONS table will indicate the incorporation status as of the release date of the published revision.
- B. The manual revision level of the supplement incorporation will be listed in the "Manual Incorporation Status" column in the ICA Supplement List, when those ICAs associated with that manual have been incorporated. After ICAs are incorporated, the manual that they are incorporated in must now be used for those ICAs instead of the supplement.
 - Based on revision cycle times for the affected manuals, MM ICAs, WDM ICAs, etc. in this supplement may be incorporated in the manuals at different times.
 - There will not be a revision to this supplement to indicate incorporation in the manuals. Users are required to check the ICA Supplement List for each manual affected to determine incorporation status.
- C. This supplement will be completely superseded by the manuals listed in the REVISIONS table when it has been incorporated in all of the manuals.

INTRODUCTION

1. Purpose

- A. The purpose of this Supplement is to provide the maintenance technician with the information necessary to ensure the correct functionality and performance of the XM WEATHER OBSOLESCENCE on the Cessna Model 560XL until this information gets incorporated into the next revision to the manuals listed in the "REVISIONS" section of this supplement.
- B. This ICA supplement is designed to satisfy the requirements of 14 CFR 25.1529 "Instructions for Continued Airworthiness" associated with this installation. This document is a supplement to the Model 560XL Maintenance Manual and will be incorporated in the next revision to the manual.
- C. When this information is incorporated in the next revision to the manuals listed in the "REVISIONS" section, those manuals shall take precedence over this supplemental document. Refer to the "ICA Supplement List" in the "Introduction" section of the respective manual for the status of all applicable ICA Supplements.
- D. Revisions to this supplement may occur if there is a change to any of the ICAs in this supplement prior to incorporation into all of the affected manuals.

NOTE: This document must be placed with the aircraft operator's Technical Library CD-ROM or Model 560XL Maintenance Manual and incorporated into the operator's scheduled maintenance program.

2. Effectivity

- A. These Instructions for Continued Airworthiness (ICA) are effective for the following aircraft model and serialization.

Model	Beginning Effectivity	Ending Effectivity
560XL	-006308	and On

3. Complete ICA Documents

- A. The following document(s), in conjunction with this supplement, constitute the Instructions for Continued Airworthiness for the XM WEATHER OBSOLESCENCE. All items must be available to the operator at initial delivery.
 - (1) Model 560XL Maintenance Manual

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LIST OF INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

1. Model 560XL Maintenance Manual

A. Chapter 34 Navigation

- (1) Refer to ATA 34-42-05 COLLINS XM BROADCAST GRAPHICAL WEATHER SYSTEM - Description and Operation, and - Maintenance Practices.
- (2) Refer to ATA 34-42-05 COLLINS XM BROADCAST GRAPHICAL WEATHER SYSTEM - Maintenance Practices.
- (3) Refer to ATA 34-42-05 COLLINS XM BROADCAST GRAPHICAL WEATHER SYSTEM - Adjustment/Test.
- (4) Refer to ATA 34-64-01 COLLINS INTEGRATED FLIGHT INFORMATION SYSTEM (IFIS) - Maintenance Practices.

INSPECTION PROGRAM AND AIRWORTHINESS LIMITATIONS

1. Continuous Inspection Program

- A. This ICA Supplement does not affect the current inspection program.

2. Airworthiness Limitations

- A. Cessna Aircraft Company Model 560XL Maintenance Manual, Chapter 4, Airworthiness Limitations, contains the system and airframe limitations for the Model 560XL.

NOTE: The Airworthiness Limitations section is FAA-approved and specifies maintenance required under Section 43.16 and 91.403 of Title 14 Code of Federal Regulations, unless an alternative program has been FAA approved.

- (1) There are no new (or additional) airworthiness limitations associated with this equipment and/or installation.

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COLLINS XM BROADCAST GRAPHICAL WEATHER SYSTEM - DESCRIPTION AND OPERATION

1. General

- A. The Collins XM Broadcast Graphical Weather System is an integrated part of the Collins Pro Line 21 Avionics Suite. This section gives the description and operation of the Collins XM Broadcast Graphical Weather System components.
- B. The Collins XM Broadcast Graphical Weather System Components include the XMWR-1000 XM Weather Receiver or the XMWR-1000S SIRIUS XM Weather Receiver and the GPS1/XM Antenna.

2. Description

- A. Collins XM Broadcast Graphical Weather System
 - (1) XM Broadcast Graphical Weather is Satellite Digital Radio for airborne operations. The Collins XM Broadcast Graphical Weather System receives the data from XM satellites through a patch-style GPS1/XM antenna and coaxial cable. The XM Broadcast Graphical Weather System gives the pilots continuous detailed weather data in the cockpit. Updates to the NEXRAD radar occur automatically every 5 minutes from XM radio satellites. A monthly subscription gives you access to the highly-specific on-board weather data that follows:
 - (a) High-resolution NEXRAD Radar
 - (b) Storm cell attributes (SCITS)
 - (c) Wind speed and direction at altitude
 - (d) Graphical echo tops
 - (e) METARs and TAFs
 - (f) AIRMETs and SIGMETs
 - (g) Radar coverage

3. Operation

- A. The XMWR-1000 XM Weather Receiver or the XMWR-1000S SIRIUS XM Weather Receiver receives the graphical and textual weather data. Then the XM Data Receiver transfers the data to the File Server Unit (FSU) through an RS-422. The FSU processes the data and formats display lists to send to the MFDs. The graphical or textual weather data is shown on the lower format area of the MFD displays. The Cursor Control Panel (CCP) controls the display of the XM Broadcast Graphical Weather System on the MFDs.

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COLLINS XM BROADCAST GRAPHICAL WEATHER SYSTEM - MAINTENANCE PRACTICES

1. General

- A. The Collins XM Broadcast Graphical Weather System is an integrated part of the Collins Pro Line 21 Avionics Suite. This section gives the instructions for removal and installation of the Collins XM Broadcast Graphical Weather System Components.
- B. The Collins XM Broadcast Graphical Weather System Components include the XMWR-1000 XM Weather Receiver or the XMWR-1000S SIRIUS XM Weather Receiver and the GPS1/XM Antenna.

2. Tools and Equipment

- A. For a list of tools and equipment, refer to Navigation - General.

3. XMWR-1000 XM Weather Receiver or XMWR-1000S SIRIUS XM Weather Receiver Removal/Installation

NOTE: The XM/SXM Weather Receiver is installed inside the pedestal, aft of the throttle quadrant.

- A. Remove the XM/SXM Weather Receiver. Refer to Figure 201.
 - (1) Make sure that the ELECTRICAL BATT ON/OFF switch/light on the left tilt panel is in the OFF position.
 - (2) Disengage the BROADCAST WX circuit breaker on the right circuit breaker panel.
 - (3) Remove the screws that attach the right side pedestal cover to the pedestal.
 - (4) Remove the right side pedestal cover to get access to the XM/SXM Weather Receiver.
 - (5) Disconnect the electrical connector (PC546) from the XM/SXM Weather Receiver.
 - (6) Disconnect the coaxial cable connector (PC1007) from the XM/SXM Weather Receiver.
 - (7) Remove the screws that attach the XM/SXM Weather Receiver to the floor.
 - (8) Remove the XM/SXM Weather Receiver from the airplane.
- B. Install the XM/SXM Weather Receiver. Refer to Figure 201.
 - (1) Put the XM/SXM Weather Receiver into position in pedestal.
 - (2) Install the screws to attach the XM/SXM Weather Receiver to the floor.
 - (3) Connect the coaxial cable connector (PC1007) to the XM/SXM Weather Receiver.
 - (4) Connect the electrical connector (PC546) to the XM/SXM Weather Receiver.
 - (5) Install the right side pedestal cover to the pedestal with the screws.
 - (6) Engage the BROADCAST WX circuit breaker on the right circuit breaker panel.
 - (7) Do a test of the Collins XM Broadcast Graphical Weather System. Refer to Collins XM Broadcast Graphical Weather System - Adjustment/Test, Collins XM Broadcast Graphical Weather System Functional Test.

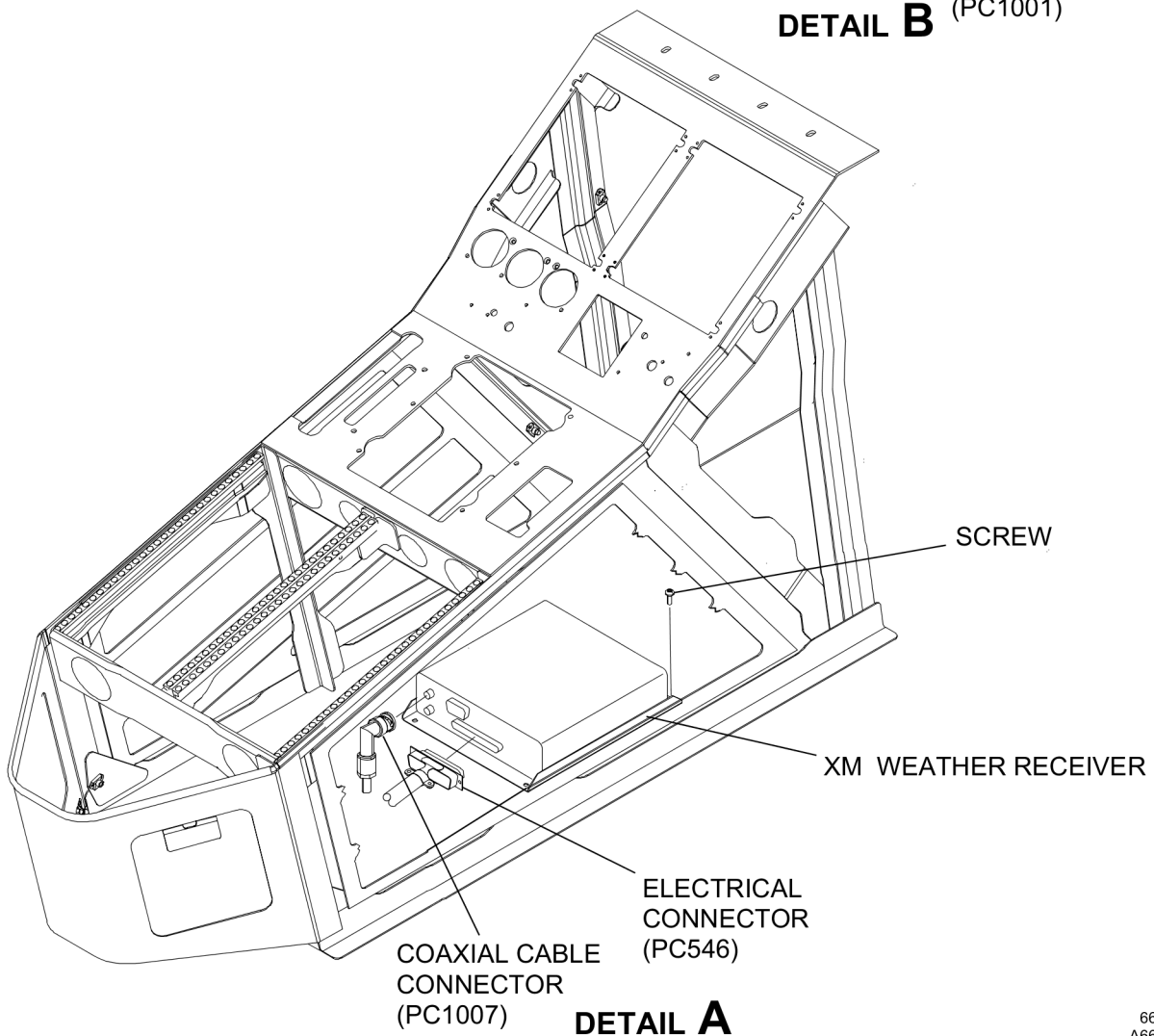
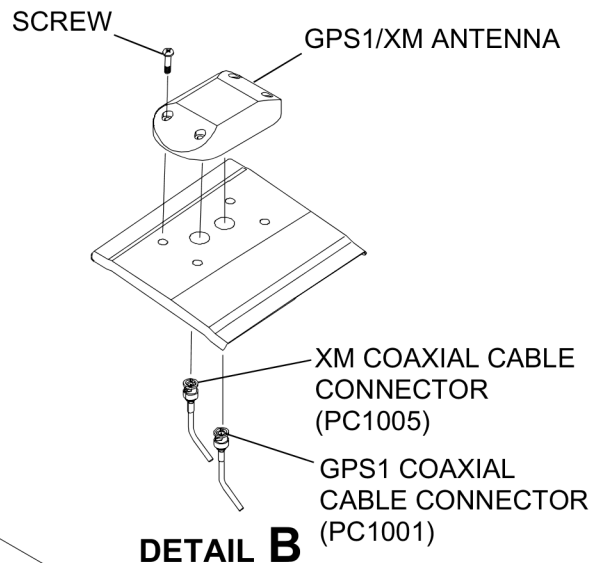
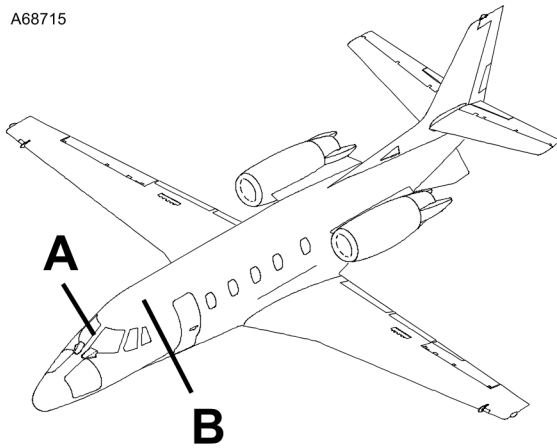
4. GPS1/XM Antenna Removal/Installation

NOTE: The GPS1/XM antenna is installed at LBL 4.50 and FS 172.00.

- A. Remove the GPS1/XM antenna. Refer to Figure 201.
 - (1) Make sure that the ELECTRICAL BATT ON/OFF switch/light on the left tilt panel is in the OFF position.
 - (2) Disengage the GPS 1 and BROADCAST WX circuit breakers on the right circuit breaker panel.
 - (3) Remove the headliner as necessary to get access to the GPS1/XM antenna coaxial cable connectors. Refer to Chapter 25, Sidewall, Side Ledge, Headliner And Window Reveal Panels - Maintenance Practices.
 - (4) Disconnect the XM coaxial cable connector (PC1005) from the GPS1/XM antenna.
 - (5) Disconnect the GPS coaxial cable connector (PC1001) from the GPS1/XM antenna.
 - (6) Remove the sealant from the GPS1/XM antenna mounting screws.
 - (7) Remove the GPS1/XM antenna mounting screws.
 - (8) Carefully pull the GPS1/XM antenna away from the fuselage skin and remove it from the airplane.
 - (9) Carefully remove the sealant from the antenna and fuselage skin. Refer to the Citation Standard Practices Manual, Chapter 20, Fuel, Weather, Pressure, and High-Temperature Sealing - Maintenance Practices.

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Collins XM Broadcast Graphical Weather System Installation
 Figure 201 (Sheet 1)

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- B. Install the GPS1/XM antenna. Refer to Figure 201.
- (1) Make sure that the mounting surfaces of the antenna and fuselage skin are free from old sealant. Refer to the Citation Standard Practices Manual, Chapter 20, Fuel, Weather, Pressure, and High-Temperature Sealing - Maintenance Practices.
 - (2) Put the GPS1/XM antenna in the correct position on the airplane.
 - (3) Install the GPS1/XM antenna mounting screws.
 - (4) Connect the GPS coaxial cable connector (PC1001) to the GPS1/XM antenna.
 - (5) Connect the XM coaxial cable connector (PC1005) to the GPS1/XM antenna.
 - (6) Use Type I, Class B sealant to make a fillet seal around the perimeter of the GPS1/XM antenna and around the GPS coaxial cable connector cutout. Refer to the Citation Standard Practices Manual, Chapter 20, Fuel, Weather, Pressure, and High-Temperature Sealing - Maintenance Practices.
 - (7) Use Type V, Class A sealant to fill in the top of mounting screw holes on the GPS1/XM antenna. Refer to the Citation Standard Practices Manual, Chapter 20, Fuel, Weather, Pressure, and High-Temperature Sealing - Maintenance Practices.
 - (8) Do an electrical bonding test. Refer to the Citation Standard Practices Manual, Chapter 20, Electrical Bonding and Grounding - Maintenance Practices.
 - (a) Make sure that the resistance is not more than 0.0025 ohms.
 - (9) Install the headliner. Refer to Chapter 25, Sidewall, Side Ledge, Headliner And Window Reveal Panels - Maintenance Practices.
 - (10) Engage the GPS 1 and BROADCAST WX circuit breakers on the right circuit breaker panel.
 - (11) Do a test of the Collins XM Broadcast Graphical Weather System. Refer to Collins XM Broadcast Graphical Weather System - Adjustment/Test, Collins XM Broadcast Graphical Weather System Functional Test.

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COLLINS XM BROADCAST GRAPHICAL WEATHER SYSTEM - ADJUSTMENT/TEST

1. General

- A. The Collins XM Broadcast Graphical Weather System is an integrated part of the Collins Pro Line 21 Avionics Suite. This section gives the adjustment/test procedures of the Collins XM Broadcast Graphical Weather System Components.
- B. The Collins XM Broadcast Graphical Weather System Components include the XMWR-1000 XM Weather Receiver or the XMWR-1000S SIRIUS XM Weather Receiver and the GPS1/XM Antenna.

2. Tools and Equipment

- A. For a list of tools and equipment, refer to Navigation - General.

3. Collins XM Broadcast Graphical Weather System Functional Test

- A. Do a functional test of the Collins XM Broadcast Graphical Weather System.
 - (1) Connect 28.5 VDC, +0.5 or -0.5 VDC external electrical power to the airplane.
 - (2) Push the ELECTRICAL BATT switch/light on the left tilt panel in the ON position.
 - (3) Make sure that the ELECTRICAL NORM/EMER switch/light on the left tilt panel is in the NORM position.
 - (4) Push the ELECTRICAL AVIONICS switch/light on the left tilt panel in the ON position.
 - (5) Push the LWR MENU button on the pilot's Cursor Control Panel (CCP 1) and select the GWX format.
 - (6) Push the PUSH SELECT button.
 - (7) Enter and start a flight plan on the Flight Management System (FMS).
 - (a) Make sure that the display shows the same origin, destination, and alternate as that which you entered on the FMS.
 - (8) Move the cursor box to OVERLAY SELECTIONS and push the PUSH SELECT button on CCP 1.
 - (9) Select NEXRAD overlay from the OVERLAY SELECTIONS menu.
 - (10) Push the LWR MENU button on CCP 1.

NOTE: The last NEXRAD that was received will show on the EFIS display. If no NEXRAD image is shown, wait 15 minutes until a new NEXRAD image is received. The time stamp will change and will show at the top of the image area.

- (11) Make sure that a new NEXRAD image is shown in 15 minutes or less.
- (12) Push the ELECTRICAL AVIONICS switch/light on the left tilt panel in the OFF position.
- (13) Push the ELECTRICAL BATT switch/light on the left tilt panel in the OFF position.
- (14) Disconnect the external electrical power from the airplane.

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COLLINS INTEGRATED FLIGHT INFORMATION SYSTEM (IFIS) - MAINTENANCE PRACTICES

1. General

- A. The Collins Integrated Flight Information System (IFIS) is an integrated part of the Collins Pro Line 21 Avionics Suite. This section gives the instructions for removal and installation of the Collins IFIS components.
- B. The Collins IFIS components include an FSU-5010 File Server Unit (FSU), an ECU-3000 External Compensation Unit (ECU), two CCP-3310 Cursor Control Panels (CCP), an XMWR-1000 XM Weather Receiver or an XMWR-1000S SIRIUS XM Weather Receiver and/or optional VHF-3000 Receiver (COMM 3) with RIU-4010 Radio Interface Unit, and a DBU-5000 Database Unit (DBU).

NOTE: Some airplanes prior to Unit Number -6097 had an option for a second File Server Unit (FSU) and External Compensation Unit (ECU).

2. Tools and Equipment

- A. For a list of tools and equipment, refer to Navigation - General.

3. FSU-5010 File Server Unit (FSU) Removal/Installation

NOTE: The removal/installation procedures for FSU 1 and FSU 2 are typical.

- A. Remove the FSU-5010 File Server Unit (FSU). Refer to Figure 201.
 - (1) Make sure that the ELECTRICAL BATT ON/OFF switch/light on the left tilt panel is in the OFF position.
 - (2) Disengage the FSU 1 and FSU 2 circuit breakers on the right circuit breaker panel.
 - (3) Open the left side nose compartment door to get access to the FSU.
 - (4) Disconnect the electrical connectors from FSU 1 (PN901 and PN903) or FSU 2 (PN909 and PN911).
 - (5) Loosen the two knurled nuts to release the FSU from the mounting tray.
 - (6) Carefully pull the FSU out of the mounting tray.
 - (7) Remove the FSU from the airplane.
- B. Install the FSU-5010 File Server Unit (FSU). Refer to Figure 201.
 - (1) Put the FSU into position on the mounting tray.
 - (2) Carefully push the FSU into the rear of the mounting tray until it is firmly seated.
 - (3) Tighten the two knurled nuts to attach the FSU to the mounting tray.
 - (4) Connect the electrical connectors to FSU 1 (PN901 and PN903) or FSU 2 (PN909 and PN911).
 - (5) Close the left side nose compartment door.
 - (6) Engage the FSU 1 and FSU 2 circuit breakers on the right circuit breaker panel.
 - (7) Do an operational check of the FSU. Refer to Collins Integrated Flight Information System (IFIS) - Adjustment/Test, FSU-5010 File Server Unit (FSU) Operational Check.

4. ECU-3000 External Compensation Unit (ECU) Removal/Installation

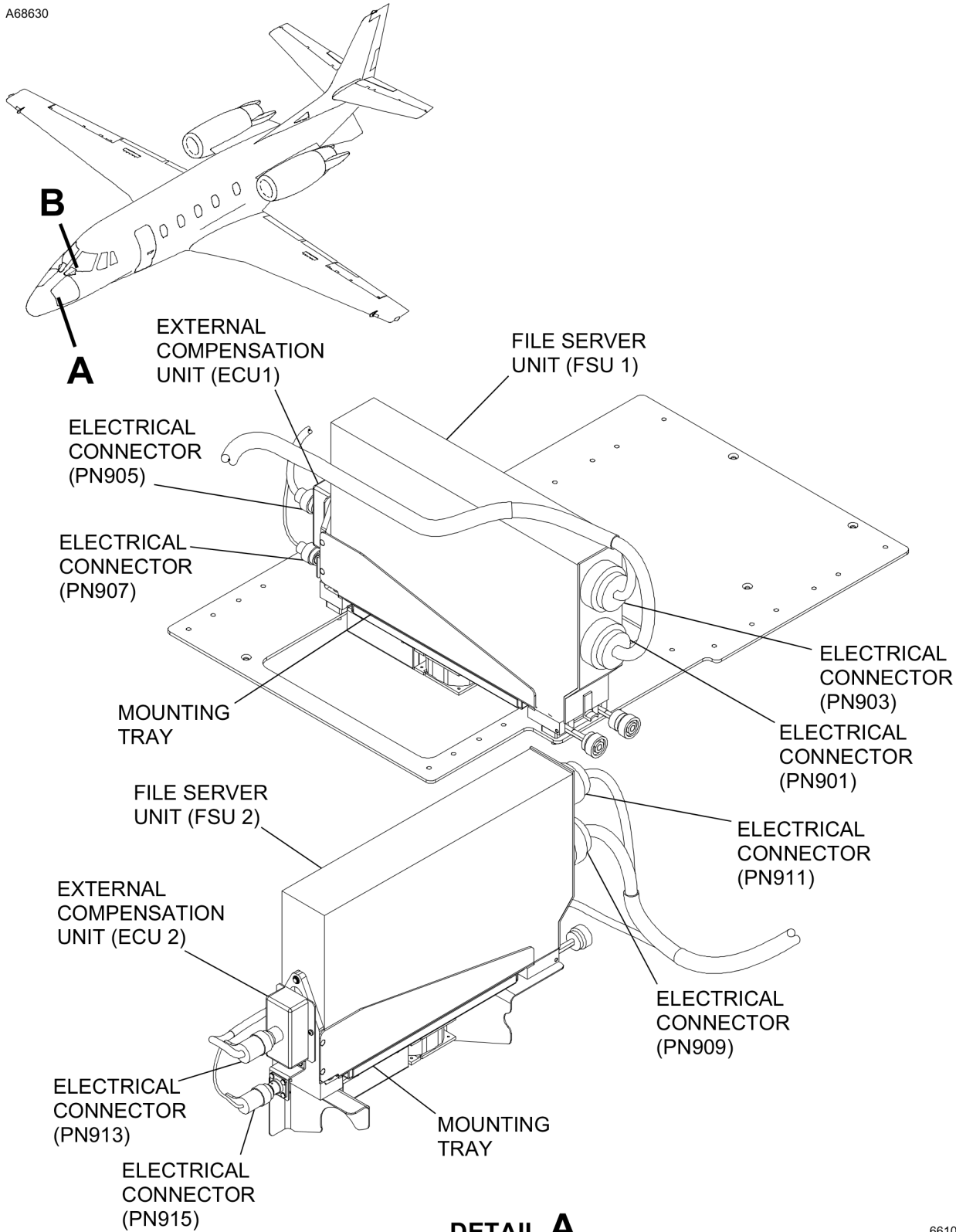
NOTE: The removal/installation procedures for ECU 1 and ECU 2 are typical.

NOTE: ECU 1 and ECU 2 are attached to the rear of their related File Server Unit (FSU 1 or FSU 2) mounting tray.

- A. Remove the ECU-3000 External Compensation Unit (ECU). Refer to Figure 201.
 - (1) Make sure that the ELECTRICAL BATT ON/OFF switch/light on the left tilt panel is in the OFF position.
 - (2) Disengage the FSU 1 and FSU 2 circuit breakers on the right circuit breaker panel.
 - (3) Open the left side nose compartment door to get access to the ECU.
 - (4) Disconnect the electrical connector from ECU 1 (PN905) or ECU 2 (PN913).
 - (5) Remove the two screws to release the ECU from the rear of the FSU mounting tray.
 - (6) Remove the ECU from the airplane.

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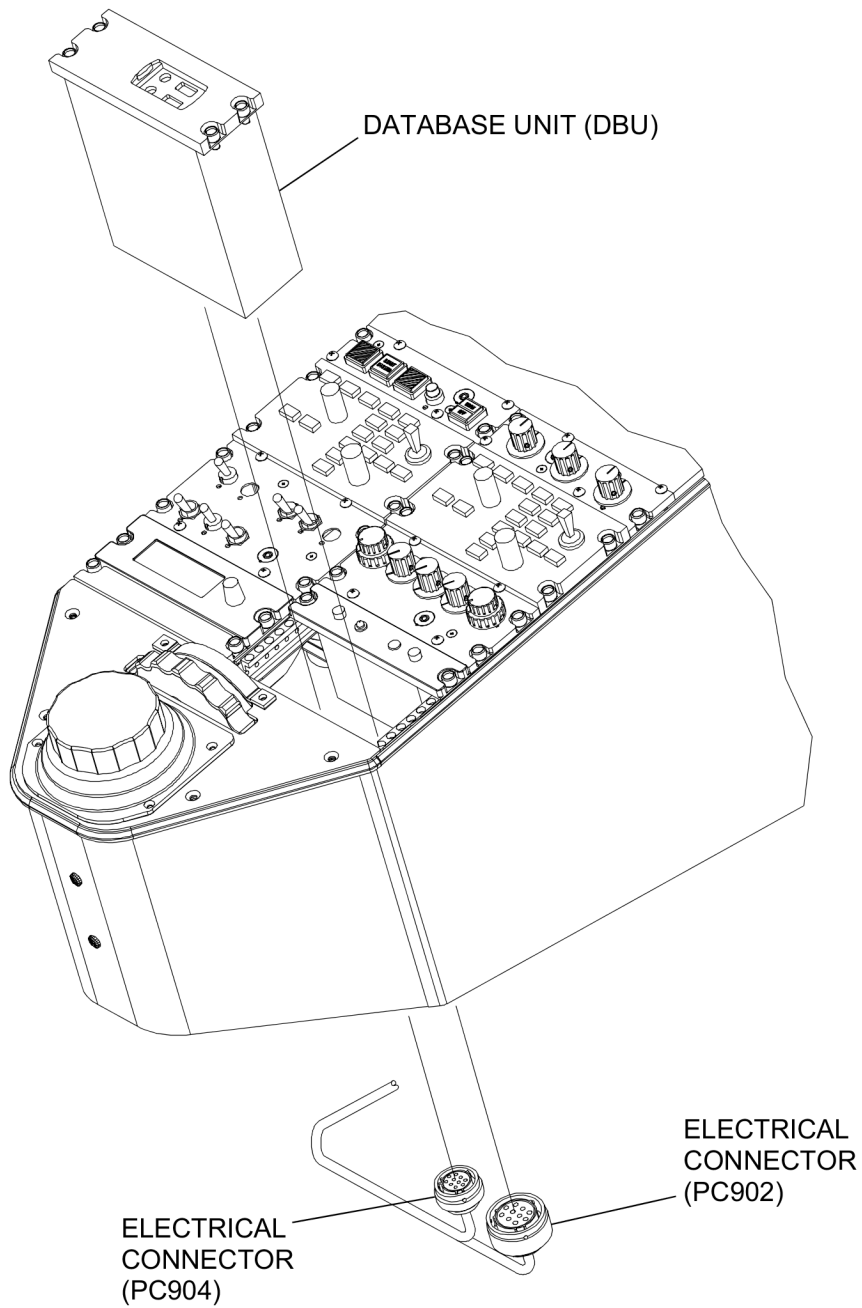
DETAIL A

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Collins Integrated Flight Information System (IFIS) Installation
 Figure 201 (Sheet 1)

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DETAIL B

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Collins Integrated Flight Information System (IFIS) Installation
Figure 201 (Sheet 2)

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- B. Install the ECU-3000 External Compensation Unit (ECU). Refer to Figure 201.
 - (1) Put the ECU into position at the rear of the FSU mounting tray.
 - (2) Install the two screws to attach the ECU to the rear of the FSU mounting tray.
 - (3) Connect the electrical connector to ECU 1 (PN905) or ECU 2 (PN913).
 - (4) Close the left side nose compartment door.
 - (5) Engage the FSU 1 and FSU 2 circuit breakers on the right circuit breaker panel.
 - (6) Do an operational check of the ECU. Refer to Collins Integrated Flight Information System (IFIS) - Adjustment/Test, ECU-3000 External Compensation Unit (ECU) Operational Check.

5. CCP-3310 Cursor Control Panel (CCP) Removal/Installation

- A. Refer to Collins Electronic Flight Instrument System (EFIS) - Maintenance Practices, CCP-3310 Cursor Control Panel (CCP) Removal/Installation.

6. XMWR-1000 XM Weather Receiver or XMWR-1000S SIRIUS XM Weather Receiver Removal/Installation

- A. Refer to Collins XM Broadcast Graphical Weather System - Maintenance Practices, XMWR-1000 XM Weather Receiver or XMWR-1000S SIRIUS XM Weather Receiver Removal/Installation.

7. VHF-3000 Receiver (COMM 3) (Optional) Removal/Installation

- A. Refer to Universal Graphical Weather System - Maintenance Practices, VHF-3000 Receiver (COMM 3) Removal/Installation .

8. RIU-4010 Radio Interface Unit (Optional) Removal/Installation

- A. Refer to Universal Graphical Weather System - Maintenance Practices, RIU-4010 Radio Interface Unit Removal/Installation .

9. DBU-5000 Database Unit (DBU) Removal/Installation

- A. Remove the DBU-5000 Database Unit (DBU). Refer to Figure 201.
 - (1) Make sure that the ELECTRICAL BATT ON/OFF switch/light on the left tilt panel is in the OFF position.
 - (2) Disengage the DBU circuit breaker on the right circuit breaker panel.
 - (3) Turn the four Dzus fasteners on the DBU counterclockwise one-quarter turn to release the DBU from the pedestal.
 - (4) Carefully remove the DBU from the pedestal to get access to the electrical connectors.
 - (5) Disconnect the two electrical connectors from the DBU (PC902 left, PC904 right).
 - (6) Remove the DBU from the airplane.
- B. Install the DBU-5000 Database Unit (DBU). Refer to Figure 201.
 - (1) Put the DBU into position near the pedestal.
 - (2) Connect the two electrical connectors to the DBU (PC902 left, PC904 right).
 - (3) Carefully install the DBU into the pedestal.
 - (4) Turn the four Dzus fasteners on the DBU clockwise one-quarter turn to attach the DBU to the pedestal.
 - (5) Engage the DBU circuit breaker on the right circuit breaker panel.
 - (6) Do an operational check of the DBU. Refer to Collins Integrated Flight Information System (IFIS) - Adjustment/Test, DBU-5000 Database Unit (DBU) Operational Check.

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SUPPLEMENT NO: ICA-560XL-34-00012

APPENDIX A: ILLUSTRATED PARTS CATALOG

Nomenclature	Part Number	Quantity
FSA-5000 File Server Application Software	810-0001-115	1
ECH-5000 Electronic Charts Software	810-0002-001	1
GWX-3001 Graphical Weather Software	810-0058-001	1
XM Weather Receiver	822-3365-001	1
- Screw	MS35206-244	4