OPERATIONAL EVALUATION REPORT

CESSNA

680, 680+, 680A

GRUPO DE AVALIAÇÃO DE AERONAVES – GAA

BRAZILIAN AIRCRAFT EVALUATION GROUP

AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL

RIO DE JANEIRO, BRAZIL

REVISION 1 – APRIL 27, 2016

Revision Control

REVISION	DATE	HIGHLIGHTS OF CHANGE
Original	September 26, 2014	Original report (680 and 680+)
1	April 27, 2016	Included Cessna Model 680A.

Approval

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1 General

1.1 Evaluation Team

1.1.1. First issue team member

Name	Task	Organization
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1.1.2. Revision 1 team member

Name	Task	Organization
Guilherme dos Santos Macedo	Evaluator Inspector	ANAC

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 Flight Standardization Board (FSB) Report Revision 2, issued by the Federal Aviation Administration (FAA) on May 19th, 2014.

Revision 1 updated the report to add the model CE-680A, based on the information provided by the Flight Standardization Board (FSB) Report Revision 3, issued by the Federal Aviation Administration (FAA) on June 24th, 2015.

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 Cessna aircraft models C680, C680+ and C680A commercially known as Citation Sovereign, Citation Sovereign+ and Citation Latitude, respectively.

2.3 Purpose

The purpose of this report is to:

a. Define the Pilot Type Rating assigned for the C680, C680+ and C680A aircraft;

b. Recommend the requirements for initial, transition, upgrade and recurrent training, checking and currency applicable to flight crew for the C680, C680+ and C680A, 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 Citation Sovereign, Citation Sovereign+ and Citation Latitude – identified as C680, C680+ and C680A in the ANAC Type Certificate Data Sheet (TCDS) EA-2005T17 (to be revised to include the C680A variant) – who operate under RBHA 91 and RBAC 135 rules;

b. Approved Training Organizations certified under RBAC 142 (Type Rating Training Organizations - TRTO);

c. Civil Aviation Inspectors (INSPAC) related to safety oversight of C680, C680+ and C680A aircraft;

d. ANAC Principal Operations Inspectors (POIs) of C680, C680+ and C680A operators.

2.5 Cancelation

Not Applicable.

3 Pilot Type Rating

The specific pilot type rating assigned to the C680, C680+ and C680A aircraft is designated "C680".

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**
Cessna Aircraft Company	C680	Citation Sovereign	D	C680
	C680+	Citation Sovereign+		
	C680A	Citation Latitude		

4 Master Difference Requirements (MDR)

The Master Difference Requirements matrix for C680, C680+ and C680A 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

		TO AIRPLANE			
		Cessna 680 (#0001 thru 0500)	Cessna 680 with Honeywell Primus Epic Charts and/or MFD Uplink Graphical Weather Map	CE-680+ (#0501 and On)	CE-680A
FROM AIRPLANE	Cessna 680 (#0001 thru 0500)	A/A/B*	C/C/C	C/C/C	C/C/C
	Cessna 680 with Honeywell Primus Epic Charts and/or MFD Uplink Graphical Weather Map	A/A/B*	A/A/B*	C/C/C	C/C/C
	CE-680+ (#0501 and On)	C/C/C	C/C/C	A/A/B*	B/B/B
	CE-680A	Not Evaluated	Not Evaluated	B/B/B	A/A/B*

A/A/B* accounts for installation of optional equipment.

5 Operator Difference Requirements (ODR)

Each operator of a mixed fleet of C680, C680+ and C680A shall produce its own ODR, as required by IAC 121-1009.

For operators flying the C680, C680+ and C680A 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.

Differences Training for C680 (#0001 thru #0500) base to C680+ (#0501 and On) variant; Differences Training for C680+ (#0501 and On) base to C680 (#0001 thru #0500) variant; Differences Training for C680+ (#0501 and On) base to C680A variant; and Differences Training for C680A base to C680+ (#0501 and On) variant: refer to Appendix 2.

6.1 Airmen Minimum Experience for Initial Flight Training

There is no minimum experience requirement for airmen who wish to pursue the initial flight training. However, 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, former military, commuter or corporate pilots 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 “C680” type rating and be qualified on the base aircraft.

6.3 Training Area of Special Emphasis (TASE)

The FSB report does not specify any TASE for the C680, C680+ and C680A aircraft. Nevertheless, according to FSB, the following areas of emphasis should be addressed during ground and flight training:

Ground training in the following subjects for the Cessna 680 is required:

a) Crew Resource Management
b) Cockpit Familiarization
c) Aircraft General Description (Interior/Exterior)
d) Review of the AFM and Operating Manuals to include Normal & Abnormal Procedures and Limitations
e) Lighting Systems
f) Electrically actuated cabin entry door (680A)

g) EICAS (Engine Indicating and Crew Alerting System)
h) Powerplant
i) Fire Protection System
j) Electrical System
k) Fuel System
l) Hydraulic System
m) Landing Gear, Power/Anti-skid Brake Systems
n) Flight Controls
o) Pneumatics
p) Air Conditioning System
q) Ice & Rain Protection Systems
r) Oxygen System
s) Pressurization System
t) Preflight Procedures
u) PFD and MFD Displays & Controls and Avionics Systems (Epic vs G5000)
v) Flight Management System (FMS)
w) Systems Integration Training
x) MMEL Procedures
y) Introduction to Performance
z) Weight & Balance Procedures
aa) Aircraft Performance Procedures and Limitations
bb) Automatic Flight Control System and Autothrust
cc) High Altitude Operations
dd) Electronic Flight Bag (EFB)

Particular emphasis should be placed upon takeoff and landing performance. The definitions of and the significance of: V_1, V_R, V_2, and V_{ref}, should be thoroughly explained. The determination of maximum takeoff and landing weight due to climb capability, obstacle clearance requirements, and brake energy limits should be thoroughly understood by the student.

Flight training for the Cessna 680: Flight Training should focus on the following events or maneuvers:

a) Exterior inspection.
b) Cockpit/Cabin Familiarization.
c) Systems Tests and Checks.

d) Multiple approaches requiring reprogramming of approaches into the avionics system.

e) Stalls to first indication of stall warning (with and without Autothrust available, C680+ #0501 and On, and C680A #0001 and On).

f) No Flap Landing Procedures.

g) Normal Procedures.

h) Abnormal Procedures.

i) Emergency Procedures to include an approach simulating using only Emergency power.

j) Flight Operations in the Reversionary Display Modes.

k) VMC and IMC approaches (with and without Synthetic Vision, #0501 and On, and C680A #0001 and On)

l) Engine failure, after V_1 and/or missed approach (with and without Autothrust, #0501 and On, and C680A #0001 and On).

7 Compliance to RBHA 91 and RBAC 135

Compliance Checklists with RBHA 91 and RBAC 135 applicable to models C680+ and C680A provided by the manufacturer are presented on Annex 1. Compliance Checklist for model C680 was not provided by the manufacturer.

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

Both C680, C680+ and C680A MMELs 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

C680, C680+ and C680A AFMs 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

Definitions used in the ODR Tables:
X = Pilot's Operating Handbook and or Flight Manual Supplement
FTD = Flight training devices at appropriate level

CE-680 to CE-680 with Honeywell Primus Epic Charts and/or MFD Uplink Graphical Weather

BASE AIRCRAFT: CE-680 **DIFFERENCE AIRCRAFT: CE-680 with Honeywell Charts and/or MFD Uplink Graphical Weather** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/ CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Cessna 680 with Honeywell Primus Epic Charts and/or MFD Uplink Graphical Weather	Added capability of displaying aeronautical information, such as charts and weather.	None	Minor			C		C	C

ACCEPTABLE OPERATOR DIFFERENCE REQUIREMENTS (ODR) TABLES

Operator Differences Requirements

Definitions used in the ODR Tables:
X = Pilot's Operating Handbook and or Flight Manual Supplement
SU = Stand Up Instruction
CBT = Computer Based Training
ICBT = Interactive Computer Based Training
FTD-6 = Level 6 Flight Training Device
CPT = Cockpit Procedure Trainer
AC = Aircraft

DIFFERENCE AIRCRAFT: Cessna 680+ BPC(#0501 and On) BASE AIRCRAFT: Cessna 680 (#0001 thru #0500) APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/ CURR	
DESIGN FEATURE	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Airplane Configuration	Winglets added. Thrust reverser nozzle canted 4^0 outboard	Minor	No		SU/ CBT			B	B
Cockpit Panel	Garmin G5000 avionics replaces Honeywell P2000 Autothrottle added	No	Major		SU/ CBT			B	B
Aircraft Weight	30,775 lb. MTOW (475 lb. increase) 27,575 lb. MLW (475 lb. increase)	Minor	No		SU/ CBT			B	B

DIFFERENCE AIRCRAFT: Cessna 680+ BPC (#0501 and On) **BASE AIRCRAFT: Cessna 680 (#0001 thru #0500)** **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 Environmental Control	Temperature and pressurization control accomplished via GTC 570 touch screen controllers	No	Major		SU/ CBT			B	B
22 Auto Flight	Garmin G5000 AFCS replaces Honeywell AFCS. Autothrottle added	No	Major			FTD-6		B	B
23 Communications	Four Garmin GTC 570 touch screen controllers replace MCDUs and MFD/EICAS radio tuning. Backup tuning provided by two GCU 275	No	Major			FTD-6		B	B
24 Electrical Power	Two Transformer Rectifier Units (TRU) added	No	Major		SU/ CBT			B	B
26 Fire Protection	APU Fire switch relocated to center pedestal	No	Minor		SU/ CBT			B	B
28 Fuel	Fuel crossfeed knob and L-R boost pump switches relocated to center pedestal	No	Major		SU/ CBT			B	B
31 Indicating and Recording	Rotary Test knob deleted Systems test automated or incorporated in GTC 570 touch screen controllers	No	Major			FTD-6		B	B
31 Indicating and Recording	Summary synoptic display on MFD	No	Major		SU/ CBT			B	B

33 Lights	Interior and Exterior lighting controls relocated to overhead lighting panel added GTC 570 soft keys for Nav, Beacon and Pulse lights added	No	Major		SU/ CBT			B	B
34 Navigation	Garmin G5000 PFD/MFD replaces Honeywell Epic PFD/MFD	No	Major			FTD-6		C	C
34 Navigation	Garmin Synthetic Vision Technology added	No	Major			FTD-6		C	C
34 Navigation	Dual Litef LCR 100 Hybrid Navigation System replaces existing AHRS.	No	Major		SU/ CBT			B	B
34 Navigation	Dual Garmin G5000 FMS replaces dual Honeywell Epic FMS	No	Major			FTD-6		C	C
35 Oxygen	Mechanical oxygen pressure gages deleted Low pressure warning lights deleted Misc/FLT Controls/Oxygen pressure synoptic on MFD added	No	Major		SU/ CBT			B	B
49 Airborne Auxiliary Power	APU Hobbs meter deleted APU RPM, EGT and Volts indicators deleted APU parameters displayed on Garmin G5000 EIS display APU hours and cycles displayed on GTC 570 propulsion page APU controls relocated to center pedestal	No	Major		SU/ CBT			B	B

74 Ignition	Engine ignition control switches deleted Ignition soft keys added on GTC-570 Propulsion System Page	No	Major		SU/ CBT			B	B
76 Engine Controls	Throttle lever idle/cut-off triggers deleted Engine run/stop switches added FADEC in-control indication toggle switches deleted FADEC in control indication soft keys in GTC 570 added Thrust reverser piggy-back levers deleted Throttle levers with thrust reverser paddles and pull-through for reverse throttle levers added Cruise and climb thrust detents deleted Cruise and climb thrust indication on EIS display (G5000)	No	Major			FTD-6		B	B

DIFFERENCE AIRCRAFT: Cessna 680+ BPC (#0501 and On) **BASE AIRCRAFT: Cessna 680 (#0001 thru #0500)** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/ CURR**	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Rejected Takeoff	With autothrottle ON	Minor	Yes			FTD-6		C	C
Multi-engine go- around	With autothrottle OFF	No	No			FTD-6		C	C
Multi-engine go-around	With autothrottle ON	Minor	Yes			FTD-6		C	C
Low Altitude Level Off	With autothrottle ON	Minor	Yes			FTD-6		C	C
Deployment and stowing of thrust reversers	New throttle quadrant with paddles in lieu of piggy-back levers	No	Yes			FTD-6		C	C
Modulation of reverse thrust	Reverse thrust is modulated moving the thrust levers aft of the IDLE REV detent after thrust reversers deployment	No	Yes			FTD-6		C	C

DIFFERENCE AIRCRAFT: Cessna 680 (#0001 thru #0500) **BASE AIRCRAFT: Cessna 680+ BPC (#0501 and On)** **APPROVED BY (POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/ CURR**	
DESIGN FEATURE	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Airplane Configuration	No Winglets Thrust reverser nozzle canted 4^0 inboard	Minor	No		SU/ CBT			B	B
Cockpit Panel	Honeywell P2000 avionics replaces Garmin 5000 No Autothrottle system	No	Major		SU/ CBT			B	B
Aircraft Weight	30,300 lb. MTOW (475 lb. decrease) 27,100 lb. MLW (475 lb. decrease)	Minor	No		SU/ CBT			B	B

DIFFERENCE AIRCRAFT: Cessna 680 (#0001 thru #0500) **BASE AIRCRAFT: Cessna 680+ BPC (#0501 and On)** **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 Environ-mental Control	Temperature and pressurization controls copilot's tilt panel	No	Major		SU/ CBT			B	B
22 Auto Flight	Honeywell Epic AFCS replaces Garmin G5000 AFCS. Autothrottle deleted	No	Major			FTD-6		B	B
23 Communi-cations	Four Garmin GTC 570 touch screen controllers	No	Major			FTD-6		B	B

DIFFERENCE AIRCRAFT: Cessna 680 (#0001 thru #0500) BASE AIRCRAFT: Cessna 680+ BPC (#0501 and On) APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
	replaced by MCDUs and MFD/EICAS radio tuning.								
24 Electrical Power	Two Transformer Rectifier Units (TRU) deleted	No	Major		SU/ CBT			B	B
26 Fire Protection	APU Fire switch relocated to copilot side instrument panel	No	Minor		SU/ CBT			B	B
28 Fuel	Fuel crossfeed knob and L-R boost pump switches relocated to left side pilot tilt panel	No	Major		SU/ CBT			B	B
31 Indicating and Recording	Rotary Test knob Systems test	No	Major			FTD-6		B	B
31 Indicating and Recording	Summary synoptic display on MFD	No	Major		SU/ CBT			B	B
33 Lights	Interior and Exterior lighting controls relocated	No	Major		SU/ CBT			B	B
34 Navigation	Garmin G5000 PFD/MFD replaced with Honeywell Epic PFD/MFD	No	Major			FTD-6		C	C
34 Navigation	Dual AHRS Navigation System	No	Major		SU/ CBT			B	B
34 Navigation	Dual Honeywell Epic FMS	No	Major			FTD-6		C	C
35 Oxygen	Mechanical oxygen pressure gages	No	Major		SU/ CBT			B	B

DIFFERENCE AIRCRAFT: Cessna 680 (#0001 thru #0500) **BASE AIRCRAFT: Cessna 680+ BPC (#0501 and On)** **APPROVED BY (POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
	Low pressure warning lights								
49 Airborne Auxiliary Power	APU Hobbs meter APU RPM, EGT and Volts indicators APU controls relocated to copilot side panel	No	Major		SU/ CBT			B	B
74 Ignition	Engine ignition control switches	No	Major		SU/ CBT			B	B
76 Engine Controls	Throttle lever idle/cut-off triggers Engine run/stop switches deleted FADEC in-control indication toggle switches Thrust reverser piggy-back levers added Throttle levers with thrust reverser paddles and pull-through for reverse throttle levers deleted Cruise and climb thrust detents Cruise and climb thrust indication on EIS display (Honeywell Epic)	No	Major			FTD-6		B	B

DIFFERENCE AIRCRAFT: Cessna 680 (#0001 thru #0500) **BASE AIRCRAFT: Cessna 680+ BPC (#0501 and On)** **APPROVED BY (POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/ CURR**	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Rejected Takeoff		Minor	Yes			FTD-6		C	C
Multi-engine go-around		Minor	Yes			FTD-6		C	C
Low Altitude Level Off		Minor	Yes			FTD-6		C	C
Deployment and stowing of thrust reversers	New throttle quadrant with piggy-back levers in lieu of paddles	No	Yes			FTD-6		C	C
Modulation of reverse thrust	Reverse thrust is modulated moving the piggy-back levers after thrust reversers deployment	No	Yes			FTD-6		C	C

Operator Differences Requirements

Definitions used in the ODR Tables:	
X	= Flight Manual/Pilot's Operating Handbook and/or FM Supplement
AI	= Aided Instruction
CBT	= Computer Based Training
ICBT	= Interactive Computer Based Training
FTD	= Flight Training Device (Level 4 to 6)
FFS	= Full Flight Simulator (Level A, B, C, D)

DIFFERENCES TABLE **DIFFERENCE AIRCRAFT: Cessna 680A** **BASE AIRCRAFT: Cessna 680+ (S/N 680-0501 & on)**		**COMPLIANCE METHOD**							
				TRAINING				**HKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
General Airplane Configuration	11.75 inch fuselage diameter increase Aluminum strakes	No	No	X					
Weights	MTOW increased 25 lb to 30,800 lb	No	No	X					
Limitations	Maximum certified altitude of 45,000 ft	No	No	X					
Placards and Markings	Limit speeds placard relocated from lower panel in front of throttles to upper panel adjacent to standby flight display	No	No	X					
Servicing	Oxygen fill port relocated from right side fuselage to left nose compartment	No	Yes, Minor	X					
Engines	No changes								
Flight Deck	No changes								
Instrument Panel Layout	Baggage heat system and associated button deleted Windshield rain removal fan and associated button deleted	No	Yes, Minor	X					
Cabin	Escape hatch with egress view out port	No	No	X					
Flight Controls	No changes								
Aerodynamic Controls	No changes								

DIFFERENCES TABLE DIFFERENCE AIRCRAFT: Cessna 680A BASE AIRCRAFT: Cessna 680+ (S/N 680-0501 & on)				COMPLIANCE METHOD					
				TRAINING				IKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Preflight	Changed Normal Procedures: Preliminary Exterior Inspection, Exterior Inspection: Left Forward Fuselage, Exterior Inspection: Left Nose Compartment, Exterior Inspection: Right Nose Compartment, Exterior Inspection: Right Forward Fuselage, Exterior Inspection: Empennage	No	Yes	X					
Engine Start	No changes								
Taxi	No changes								
Takeoff	No changes								
RTO Or V1 Fail	No changes								
Climb Cruise Decent	No changes								
Instrument Approaches	No changes								
Landing	No changes								
Shutdown	No changes								
Normal Procedures	Changed White Messages: FIRE BTL LOW BAG-APU, FIRE BTL LOW BAGGAGE, NO TAKEOFF New White Messages: BATTERY FAULT L and/or R, CABIN CALL, CHECK DOORS, HYD RES PRESS LOW, MAX COOL ON, PHONE CALL, SURFACEWATCH FAIL, SURFACEWATCH INHIBIT Deleted White Messages: AC BEARING L and/or R, BAGGAGE HEAT FAIL Changed Normal Procedures: Before Start, Before Taxi, Before Takeoff, After Landing, Shutdown (Quickturn), APU Ground or In-Flight Start (At or Below FL 200 and 250 KIAS), Expanded Preflight Procedures: Cockpit Preparation: Cockpit Switches	No	Yes	X					

DIFFERENCES TABLE DIFFERENCE AIRCRAFT: Cessna 680A BASE AIRCRAFT: Cessna 680+ (S/N 680-0501 & on)				COMPLIANCE METHOD					
				TRAINING				IKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Abnormal Procedures	Changed Amber Messages: ACM O'TEMP, BATTERY AMPS L and /or R, BLD AIR O'TEMP L and/or R, CABIN ALTITUDE, CABIN DOOR OPEN, PRESSURIZATION FAULT, SUPPLY BLD LEAK L and/or R, WOW MISCOMPARE New Amber Messages: APU OIL LEVEL LOW, BATTERY FAULT L and/or R, CHECK DOORS, HYD RES PRESS LOW, P/S HEAT ON, PRESS CTRL MANUAL, RECIRC VLV FAIL, TAIL BLD LEAK Deleted Amber Messages: BAGGAGE HEAT FAIL, O2 BOTTLE OFF L and/or R	No	Yes	X					
Emergency Procedures	New Red Message: BATTERY FAIL L and/or R	No	Yes		CBT/ SU			B	B
Emergency Procedures	Changed Red Messages: BAGGAGE FIRE, BATTERY O'TEMP L and/or R, DC GENS OFF, ENGINE FAILED L and/or R, ENGINE FIRE L and/or R Changed Emergency/Abnormal Procedures: Engine Failure or Precautionary Shutdown, In-Flight Restart - One Engine, Uncommanded Engine Thrust, Environmental System Smoke or Odor, Smoke Removal, Overpressurization, Airplane Pressurized on the Ground, Ditching, Suspected Fuel Leak New Emergency/Abnormal Procedures: Cabin Door Motor Fails to Lift	No	Yes	X					
In-Flight Maneuvers	- No changes								

DIFFERENCES TABLE DIFFERENCE AIRCRAFT: Cessna 680A BASE AIRCRAFT: Cessna 680+ (S/N 680-0501 & on)				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 Air Conditioning	New Air Cycle Machine New outflow valve and pressurization controller Removal of cabin rate knob and Garmin Touchscreen Controller slider	No	Yes, Minor		CBT/ SU			B	B
22 Auto-Flight	No changes								
23 Communications	No changes								
24 Electrical Power	Li-Ion battery	No	Yes, Minor		CBT/ SU			B	B
25 Equipment / Furn.	No changes								
26 Fire Protection	No changes								
27 Flight Controls	No changes								
28 Fuel	No changes								
29 Hydraulic	Relocated hydraulic reservoir and addition of reservoir accumulator	No	Yes, Minor		CBT/ SU			B	B
30 Ice / Rain	Windshield rain removal fan deleted	No	Yes, Minor	X					
31 Indicating/Record	No changes								
32 Landing Gear	No changes								
33 Lights	No changes								
34 Navigation	No changes								
35 Oxygen	Oxygen bottle and fill port relocated from right side fuselage to left nose compartment	No	No	X					
36 Pneumatics	No changes								
37 Vacuum	No changes								
38 Waste / Water	No change								
45 Maintenance Computer	No changes								

DIFFERENCES TABLE DIFFERENCE AIRCRAFT: Cessna 680A BASE AIRCRAFT: Cessna 680+ (S/N 680-0501 & on)				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
46 Information Systems	No changes								
49 APU	Tailcone APU test switch and low oil level light deleted, function added to Garmin G5000 display	No	Yes, Minor	X					
52 Doors	Electrically actuated entry door	No	Yes, Minor		CBT/ SU			B	B
53 Fuselage	11.75 inch fuselage diameter increase Aluminum strakes	No	No	X					
54 Nacelles/Pylons	No changes								
55 Horizontal & Vertical Stab.	No changes								
56 Windows	New windows	No	No	X					
57 Wings	No changes								
72 Engine (turbine)	No Changes								
73 Fuel Controls	No changes								
74 Engine Ignitions	No changes								
75 Engine Bleed Air	No changes								
76 Engine Controls	No changes								
77 Engine Indicating	No changes								
78 Exhaust	No Changes								
79 Engine Oil	No changes								
80 Engine Starting	No changes								

Operator Differences Requirements

Definitions used in the ODR Tables:	
X	= Flight Manual/Pilot's Operating Handbook and/or FM Supplement
AI	= Aided Instruction
CBT	= Computer Based Training
ICBT	= Interactive Computer Based Training
FTD	= Flight Training Device (Level 4 to 6)
FFS	= Full Flight Simulator (Level A, B, C, D)

DIFFERENCES TABLE **DIFFERENCE AIRCRAFT: Cessna 680A** **BASE AIRCRAFT: Cessna 680 (S/N 680-0001 thru 0500)**		**COMPLIANCE METHOD**							
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
General Airplane Configuration	Winglets added Thrust reverser nozzle canted 4° outboard	Minor	No		CBT/ SU			B	B
General Airplane Configuration	11.75 inch fuselage diameter increase Aluminum strakes	No	No	X					
Weights	MTOW increased 500 lb to 30,800 lb MLW increased 475 lb to 27,575 lb	Minor	No		CBT/ SU			B	B
Limitations	Maximum certified altitude of 45,000 ft	No	No	X					
Placards and Markings	Limit speeds placard relocated from lower panel in front of throttles to upper panel adjacent to standby flight display.	No	No	X					
Servicing	Oxygen fill port relocated from right side fuselage to left nose compartment	No	Yes, Minor	X					
Engines	Thrust increased from 5,760 to 5,907 lb	Minor	No		CBT/ SU			B	B
Flight Deck	New throttle quadrant with paddles in lieu of piggy-back levers	No	Yes			FTD-6		C	C
Instrument Panel Layout	Garmin G5000 avionics replaces Honeywell Primus Epic Autothrottle added	No	Yes		CBT/ SU			B	B
Instrument Panel Layout	Baggage heat system and associated button deleted Windshield rain removal fan and associated button deleted	No	Yes, Minor	X					
Cabin	Escape hatch with egress view out port	No	No	X					
Flight Controls	No changes								
Aerodynamic Controls	No changes								

DIFFERENCES TABLE DIFFERENCE AIRCRAFT: Cessna 680A BASE AIRCRAFT: Cessna 680 (S/N 680-0001 thru 0500)				COMPLIANCE METHOD					
				TRAINING				IKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Preflight	Changed Normal Procedures: Preliminary Exterior Inspection, Exterior Inspection: Left Forward Fuselage, Exterior Inspection: Left Nose Compartment, Exterior Inspection: Right Nose Compartment, Exterior Inspection: Right Forward Fuselage, Exterior Inspection: Empennage	No	Yes	X					
Engine Start	No changes				X			A	B
Taxi	Reverse thrust is modulated by moving the thrust levers aft of the IDLE REV	No	Yes			FTD-6		C	C
Takeoff	No changes								
RTO Or V1 Fail	Engine Failure or Other Emergency During Takeoff: With autothrottle ON	Minor	Yes			FTD-6		C	C
Climb Cruise Decent	No changes								
Instrument Approaches	No changes								
Landing	No changes								
Shutdown	No changes								
Normal Procedures	All Engine Go-Around: with autothrottle OFF	No	No			FTD-6		C	C
Normal Procedures	All Engine Go-Around: with autothrottle ON	Minor	Yes			FTD-6		C	C
Normal Procedures	Changed Cyan Messages and made them White Messages: FIRE BOTTLE LOW BAG-APU, FIRE BOTTLE LOW BAGGAGE, NO TAKEOFF New White Messages: BATTERY FAULT L and/or R, CABIN CALL, CHECK DOORS, HYD RES PRESS LOW, MAX COOL ON, PHONE CALL, SURFACEWATCH FAIL, SURFACEWATCH INHIBIT Deleted Cyan Messages: AC BEARING L and/or R, BAGGAGE HEAT FAIL Changed Normal Procedures: Before Start, Before Taxi, Before Takeoff, After Landing, Shutdown (Quickturn), APU Ground or In-Flight Start (At or Below FL 200), Expanded Preflight Procedures: Cockpit Preparation: Cockpit Switches	No	Yes	X					

DIFFERENCES TABLE DIFFERENCE AIRCRAFT: Cessna 680A BASE AIRCRAFT: Cessna 680 (S/N 680-0001 thru 0500)				COMPLIANCE METHOD					
				TRAINING				IKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Abnormal Procedures	Changed Amber Messages: ACM O'TEMP, BATTERY O'CURRENT now BATTERY AMPS L and /or R and changed procedure, BLD AIR O'TEMP L and/or R, CABIN ALTITUDE, CABIN DOOR OPEN, SUPPLY BLEED LEAK L and/or R now SUPPLY BLD LEAK L and/or R and procedure changed, WOW MISCOMPARE New Amber Messages: APU OIL LEVEL LOW, BATTERY FAULT L and/or R, CHECK DOORS, HYD RES PRESS LOW, P/S HEAT ON, PRESS CTRL MANUAL, PRESSURIZATION FAULT, RECIRC VLV FAIL, TAIL BLD LEAK Deleted Amber Messages: BAGGAGE HEAT FAIL	No	Yes	X					
Emergency Procedures	New Red Message: BATTERY FAIL L and/or R	No	Yes		CBT/ SU			B	B
Emergency Procedures	Changed Red Messages: BAGGAGE FIRE, BATTERY O'TEMP L and/or R, DC GEN OFF L and/or R and/or APU now DC GENS OFF and procedure changed, ENGINE FAILED L or R now ENGINE FAILED L and/or R and procedure changed, ENGINE FIRE L and/or R Changed Emergency/Abnormal Procedures: Engine Failure or Precautionary Shutdown, In-Flight Restart - One Engine, Environmental System Smoke or Odor, Smoke Removal, Overpressurization, Airplane Pressurized on the Ground, Ditching New Emergency/Abnormal Procedures: Cabin Door Motor Fails to Lift, Uncommanded Engine Thrust, Suspected Fuel Leak	No	Yes	X					
In-Flight Maneuvers	Low Altitude Level Off with autothrottle ON	Minor	Yes			FTD-6		C	C

SAMPLE DIFFERENCES TABLE DIFFERENCE AIRCRAFT: Cessna 680A BASE AIRCRAFT: Cessna 680 (S/N 680-0001 thru 0500)				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 Air Conditioning and Pressurization	Temperature and pressurization control accomplished via Garmin GTC 570 touch screen controllers	No	Yes		CBT/ SU			B	B
21 Air Conditioning and Pressurization	New Air Cycle Machine New outflow valve and pressurization controller Removal of cabin rate knob	No	Yes, Minor		CBT/ SU			B	B
22 Autoflight	Garmin G5000 AFCS replaces Honeywell AFCS Autothrottle added	No	Yes			FTD-6		B	B
23 Communications	Four Garmin GTC 570 touch screen controllers replace Honeywell MCDUs and MFD/EICAS radio tuning Backup radio tuning provided by two Garmin GCU 275s	No	Yes			FTD-6		B	B
24 Electrical Power	Two Transformer Rectifier Units (TRU) added	No	Yes		CBT/ SU			B	B
24 Electrical Power	Li-Ion battery	No	Yes, Minor		CBT/ SU			B	B
25 Equipment/ Furnishings	No changes								
26 Fire Protection	APU Fire switch relocated to center pedestal	No	Yes, Minor		CBT/ SU			B	B
27 Flight Controls	No changes								
28 Fuel	Fuel crossfeed knob and L-R boost pump switches relocated to center pedestal	No	Yes		CBT/ SU			B	B
29 Hydraulic Power	Relocated hydraulic reservoir and addition of reservoir accumulator	No	Yes, Minor		CBT/ SU			B	B
30 Ice and Rain Protection	Windshield rain removal fan deleted	No	Yes, Minor	X					
31 Indicating/ Recording System	Rotary Test knob deleted and Systems Test automated or incorporated into Garmin GTC 570 touch screen controllers	No	Yes			FTD-6		B	B
31 Indicating/ Recording System	Synoptic displays on MFD for flight controls, hydraulics, fuel, and electrical systems added	No	Yes		CBT/ SU			B	B
32 Landing Gear	No changes								
33 Lights	Interior and Exterior lighting controls relocated to overhead lighting panel Garmin GTC 570 soft keys added for Nav, Beacon, and Pulselights	No	Yes		CBT/ SU			B	B
34 Navigation	Garmin G5000 PFD/MFD replaces Honeywell Primus Epic PFD/MFD Garmin Synthetic Vision Technology added Dual Garmin G5000 FMS replaces dual Honeywell Primus Epic FMS	No	Yes			FTD-6		C	C

SAMPLE DIFFERENCES TABLE **DIFFERENCE AIRCRAFT: Cessna 680A** **BASE AIRCRAFT: Cessna 680 (S/N 680-0001 thru 0500)**				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
34 Navigation	Dual Litef LCR 100 Hybrid Navigation System replaces existing AHRS	No	Yes		CBT/ SU			B	B
35 Oxygen	Mechanical oxygen pressure gages deleted Low pressure warning lights deleted Misc/FLT Controls/Oxygen pressure synoptic on MFD added	No	Yes		CBT/ SU			B	B
35 Oxygen	Oxygen bottle and fill port relocated from right side fuselage to left nose compartment	No	No	X					
36 Pneumatics	No changes								
37 Vacuum	No changes								
38 Water/Waste	No change								
45 Maintenance Computer	No changes								
46 Information Systems	No changes								
49 APU	APU Hobbs meter deleted APU RPM, EGT, and Volts indicators deleted APU parameters displayed on Garmin G5000 EIS display APU hours and cycles displayed on Garmin GTC 570 propulsion page APU controls relocated to center pedestal	No	Yes		CBT/ SU			B	B
49 APU	Tailcone APU test switch and low oil level light deleted, function added to Garmin G5000 display	No	Yes, Minor	X					
52 Doors	Electrically actuated entry door	No	Yes, Minor		CBT/ SU			B	B
53 Fuselage	11.75 inch fuselage diameter increase Aluminum strakes	No	No	X					
54 Nacelles/Pylons	No changes								
55 Horizontal & Vertical Stab.	No changes								
56 Windows	New windows	No	No	X					
57 Wings	No changes								
71 Powerplant	No changes								
73 Fuel Controls	No changes								
74 Engine Ignitions	Engine ignition control switches deleted Ignition soft keys added on Garmin GTC-570 Propulsion System Page	No	Yes		CBT/ SU			B	B

SAMPLE DIFFERENCES TABLE DIFFERENCE AIRCRAFT: Cessna 680A BASE AIRCRAFT: Cessna 680 (S/N 680-0001 thru 0500)				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
75 Engine Bleed Air	No changes								
76 Engine Controls	Throttle lever idle/cut-off triggers deleted Engine run/stop switches added FADEC in control indication toggle switches deleted FADEC in control indication soft keys in Garmin GTC 570 added Thrust reverser piggy-back levers deleted Throttle levers with thrust reverser paddles and pull-through for reverse throttle levers added Cruise and climb thrust detents deleted Cruise and climb thrust indication on Garmin G5000 EIS display	No	Yes			FTD-6		B	B
77 Engine Indicating	No Changes								
78 Exhaust	No Changes								
79 Engine Oil	No Changes								
80 Engine Starting	No Changes								

Appendix 2
Differences Training Minimum Hours

Differences Training CE-680 (#0001 thru 0500) to CE-680+ (#0501 and On)

Program Hours (per Pilot)

The Citation Sovereign 680+ Differences Course consists of the following minimum hours:

Aircraft Systems Differences	2.0 Hrs
Avionics Lecture	6.0 Hrs
Avionics Ground Training	4.0 Hrs
Simulator/FTD/Aircraft Flight Training	8.0 Hrs (4.0 PF/4.0 PNF)
Demonstration of Proficiency (Partial Proficiency Check)	2.0 Hrs (each PIC)
Minimum Total Hours	22.0

Differences Training CE-680+ (#0501 and On) to CE-680 (#0001 thru 500)

Program Hours (per Pilot)

The Citation Sovereign 680 Differences Course consists of the following minimum hours:

Aircraft Systems Differences	2.0 Hrs
Avionics Lecture	6.0 Hrs
Avionics Ground Training	4.0 Hrs
Simulator/FTD/Aircraft Flight Training	8.0 Hrs (4.0 PF/4.0 PNF)
Demonstration of Proficiency (Partial Proficiency Check)	2.0 Hrs (each PIC)
Minimum Total Hours	22.0

Differences Training CE-680+ (#0501 and On) to CE-680A (#0001 and On) or CE-680A (#0001 and On) to CE-680+ (#0501 and On).

Program Hours (per Pilot)

The Citation Latitude 680A Differences Course consists of the following minimum hours:

Aircraft Systems Differences	2.0 Hrs
Minimum Total Hours	2.0 Hrs

Program Hours (per Pilot)

The Citation Sovereign 680+ Differences Course consists of the following minimum hours:

Aircraft Systems Differences	2.0 Hrs
Minimum Total Hours	2.0 Hrs

Note: Reference MDR table and Appendix 1 for specific differences.

Annex 1 RBHA 91 and RBAC 135 Compliance Checklists

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FORM: 2391
DRAWING NO: AW-680-023

Cessna Aircraft Company
P.O Box 7704
WICHITA, KS 67277

ENGINEERING DRAWING AND PART LIST SIGNATURE AUTHORIZATION
Originals Electronically Signed in the VPM System

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REVISION: AW-680-023 REPORT ---

PKG: 0000069866

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ORIGINATOR	Travis Tyler (APPROVE 08/04/2014 07:33:57)
GROUP	Ron May (APPROVE 07/31/2014 15:42:36)
FATIGUE	Ron May (NOT REQUIRED 07/31/2014 15:42:36)
M&P	Ron May (NOT REQUIRED 07/31/2014 15:42:36)
STRESS	Ron May (NOT REQUIRED 07/31/2014 15:42:36)
ELECTRICAL ME	Ron May (NOT REQUIRED 07/31/2014 15:42:36)
EXPERIMENTAL ME	Ron May (NOT REQUIRED 07/31/2014 15:42:36)
ME	Ron May (NOT REQUIRED 07/31/2014 15:42:36)
GROUP	Ron May (APPROVE 07/31/2014 15:44:32)
PROJECT	Joe Phillips (APPROVE 07/31/2014 15:51:38)
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CESSNA AIRCRAFT COMPANY
P.O. BOX 7704
WICHITA, KS 67277

MODEL NO: 680

REPORT NUMBER: AW-680-023

MODEL 680 Sovereign+ ANAC BRAZIL OPERATIONAL COMPLIANCE CHECKLIST

RBHA PARTS 91 AND 135

Printed On 08/05/2014

REVISIONS

Rev	Date	By:	Description:	Approved By:
-	7/30/14 ECR 053797	Travis Tyler	Initial Release	See Separate Electronic Sheet

LIST OF ABBREVIATIONS AND SYMBOLS

ACAS	Airborne Collision Avoidance System
ADC	Air Data Computer
ADF	Automatic Direction Finder
AFCS	Automatic Flight Control System
AHRS	Attitude Heading Reference System
AMC	Acceptable Means of Compliance
ANAC	Agencia Nacional de Aviacao Civil
CFR	Code of Federal Regulations
cm	Centimeter
CVR	Cockpit Voice Recorder
DC	Direct Current
DME	Distance Measuring Equipment
ECR	Engineering Change Request
ECS	Environmental Control Systems
EFIS	Electronic Flight Instrument System
EGPWS	Enhanced Ground Proximity Warning System
EHSI	Electronic Horizontal Situation Indicator
ELT	Emergency Locator Transmitter
FAA	Federal Aviation Administration
FDR	Flight Data Recorder
FK	Factory Kit
FM	Frequency Modulation
ft	Feet
ICAO	International Civil Aviation Organization
IEM	Interpretive and Explanatory Materials
IFR	Instrument Flight Rules
ILS	Instrument Landing System
kg	Kilogram
lbs	Pounds

L/H	Left Hand
LRNS	Long Range Navigation System
m	Meters
MEL	Minimum Equipment List
MFD	Multifunction Display
MHz	Megahertz
MLS	Microwave Landing System
MNPS	Minimum Navigation Performance Specification
N/A	Not Applicable
NAV	Navigation
NDB	Non-Directional Radio Beacon
nm	Nautical Miles
No.	Number
OPS	Operations
OPT	Optional Equipment Approved for Installation on Aircraft
PAX	Passengers
PBE	Protective Breathing Equipment
PFD	Primary Flight Display
RBHA	Regulamento Brasileiro De Homologacao Aeronautica
R/H	Right Hand
REQ	Requirement
RNP	Required Navigation Performance
RVSM	Reduced Vertical Separation Minimum
SER	Special Equipment Request for Installation on Aircraft
SSEC	Static Source Error Correction
SSR	Secondary Surveillance Radar
STD	Standard Equipment Approved for Installation on Aircraft
STPD	Standard Temperature Pressure Dry
TAWS	Terrain Awareness Warning System
TC	Type Certificate

TCAS	Traffic Alert Collision Avoidance System
TSO	Technical Standard Order
VFR	Visual Flight Rules
VHF	Very High Frequency
VOR	VHF Omni-directional Radio

1.0 OBJECTIVE

The purpose of this checklist is to identify how the Model 680 Sovereign+ aircraft configuration complies with the requirements of RBHA 91 & 135. This document will identify equipment available for the Model 680 to meet the RBHA 91 & 135 requirements. This document will be maintained to the latest released amendment of the RBHA 91 & 135 and will reflect the latest equipment available on the Model 680.

Information for this report was provided by the following departments:
Avionics
Electrical
Interiors
Structures
Environmental Systems
Icing
Seats – Crashworthiness
Flight Test
Project Engineering
Airworthiness

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Regulation	Regulation Description	Compliance	Remarks
	Subpart A- General		
91.1	**Applicability**	Operator's Responsibility	
91.3	**Responsibility and Authority of the Pilot In Command**	Operator's Responsibility	
91.5	**Requisites for Crew Members**	Operator's Responsibility	
91.7	**Civil Aircraft Airworthiness**	Operator's Responsibility	
91.9	**Requisites for Flight manual, Labels and signs of civil airplanes**		
91.9(a)	Compliance	Operator's Responsibility	
91.9(b)	Flight manual provided	Compliant	Airplane Flight Manual is provided with every airplane. Revisions are provided electronically and as hard copies.
91.9(c)	Identified with part 45	Compliant	Certification Identification plate is fitted near the main cabin door.
91.9(d)	Takeoff or Landing at a heliport constructed over water	Not Applicable	
91.11	**Prohibition of Interference with the Crew Members**	Operator's Responsibility	
91.13	**Careless or Negligent Operation**	Operator's Responsibility	
91.15	**Dropping of Objects**	Operator's Responsibility	
91.17	**Alcohol And Drugs**	Operator's Responsibility	
91.19	**Transportation of Narcotics or Substances that can determine Psychological or Physical Dependency**	Operator's Responsibility	

91.21	**Portable Electronic Devices**	Operator's Responsibility	
91.23	**Clause of Compliance in case of Lease Contracts and Contracts of Conditional Sale**	Operator's Responsibility	
91.25	**Flight Safety. Prohibition of the use of Reports Related with Flight Safety and Aeronautical Accidents Research documents in Lawsuits.**	Operator's Responsibility	
	Subpart B- Flight Rules		
91.101	**Applicability**	Operator's Responsibility	
91.102	**General Rules**	Operator's Responsibility	
91.103	**Pre-flight Action**	Operator's Responsibility	
91.105	**Flight Crewmembers at Station**	Operator's Responsibility	
91.105(a)	During Takeoff, landing and while en route.	Operator's Responsibility	
91.105(b)	Each flight crew member during takeoff, landing: Shoulder belt	Operator's Responsibility	
91.107	**Use of Seatbelt, Shoulder Harness and child restraint systems**		
91.107(a)	Unless authorized by the Administrator:	Definition	
91.107(a)(1)	Use of Seatbelt and shoulder belt: takeoff	Operator's Responsibility	
91.107(a)(2)	Use of Seatbelt and Shoulder belt: Passenger Orientation	Operator's Responsibility	
91.107(a)(3)	Seat or Bunk with a safety belt and shoulder belts.	Compliant	Aircraft is provided with Safety Belt and Shoulder Harness for each seat on-board.

91.107(b)	Unless otherwise stated, this section does not apply to operations conducted according to RBHA 121 & 135.	Statement	
91.109	**Flight Instruction Flight Simulator and Certain Flight Exams**		
91.109(a)	Dual Command	Operator's Responsibility	
91.109(b)	Simulated instrument Flight	Operator's Responsibility	
91.109(c)	Pilot in Command qualification	Operator's Responsibility	
91.111	**Operations Near Other Aircrafts**	Operator's Responsibility	
91.113 thru' 91.117	**Reserved**		
91.119	**Minimum Altitudes of Safety: General**	Operator's Responsibility	
91.121	**Reserved**		
91.123	**Compliance with ATC Clearances and Instructions**	Operator's Responsibility	
91.125 thru' 91.135	**Reserved**		
91.137	**Temporary Flight Restriction over areas of Disaster / Risk**	Operator's Responsibility	
91.139	**Reserved**		
91.141	**Flight restrictions in the proximity of the President of the Republic and other Authorities.**	Operator's Responsibility	
91.143	**Flight restrictions in the proximity of rockets launchers and/or space flight operations**	Operator's Responsibility	

91.144	**Temporary restrictions on Flight Operations during abnormally high Barometric Pressure conditions.**	Operator's Responsibility	
91.145	**Information on Potentially Dangerous Conditions**	Operator's Responsibility	
91.147	**Reserved**		
91.149	**Reserved**		
91.151	**Fuel Requirements for VFR flights**	Operator's Responsibility	
91.153 thru' 91.165	**Reserved**		
91.167	**Fuel Requirements for IFR flights**	Operator's Responsibility	
91.169	**Reserved**		
91.171	**Verification of VOR equipment for VFR flights**	Operator's Responsibility	
91.173	**ATC clearance and Flight Plan required.**	Operator's Responsibility	
91.175 thru' 91.185	**Reserved**		
91.187	**Operations under IFR in controlled airspace: Malfunction Reports**	Operator's Responsibility	
91.189	**Category II and III Operations: General Operating Rules.**	Operator's Responsibility	Category II approach capability is not available for initial TC and has been deferred to a post TC project.
91.191	**Category II and Category II manual**	Operator's Responsibility	Category II approach capability is not available for initial TC and has been deferred to a post TC project.
91.191(a)	Category II and Category II operation	Operator's Responsibility	Category II approach capability is not available for initial TC and has been deferred to a post TC project.
91.191(b)	Approved manuals	Operator's Responsibility	

91.191(c)	Operating under part 121 or Part 135	Operator's Responsibility	
91.193	**Certificate of approval for certain transactions Category II**	Operator's Responsibility	Category II approach capability is not available for initial TC and has been deferred to a post TC project.
	Subpart C- Equipment, Instruments and Certificate Requirements		
91.201	**Reserved**		
91.203	**Civil aircraft: Required Documents**		
91.203(a)	Operating requirements	Operator's Responsibility	
91.203(a)(1)	Certificate of aircraft Registration and Airworthiness Certificate, valid, issued by the Brazilian Aeronautical Registry (RAB)	Operator's responsibility	
91.203(a)(2)	Airplane Flight Manual & Checklist	Compliant	Airplane Flight Manual and Pilot's Checklists are provided with the Aircraft. Revisions are provided electronically and in paper form.
91.203(a)(3)	NSMA 3-5 and 3-7; dispatch by CENEPA	Operator's Responsibility	
91.2039a)(4)	Except for aircraft operated according to RBHA 121 or 135	Operator's Responsibility	
91.203(a)(5)	For aircraft operating according to RBHA 121 or 135, the required documents and manuals by RBHA applicable	Operator's Responsibility	
91.203(b)	Experimental Flight Authorization	Not Applicable	
91.203(c)	Legal Ratification Certificate	Not Applicable	
91.203(d)	Airworthiness Certificate	Not Applicable	The aircraft is not manufactured in Brazil
91.203(e)	Location of Certificates	Operator's Responsibility	

91.203(f)	Fuel tanks in main or baggage compartments	Not Applicable	Aircraft does not have a fuel tank installed in the cabin or baggage compartments.
91.203(g)	Fuel venting as per RHBA 34	Compliant	Aircraft has been certified under 14 CFR Part 36 which is equivalent to ICAO Annex 16, subchapter A, B and C.
91.205	**Requisites for Instrument and Equipments, Civil Motorized Aircraft with a valid Airworthiness Certificate**		
91.205(a)	General	Operator's Responsibility	
91.205(b)	Visual-flight rules (day)		
	(1) Airspeed indicator	Compliant	There are two primary sources of airspeed data. The primary airspeed displays are located on the pilot and copilot's PFD's via the Garmin G5000 Avionics System. There is also a fully independent backup source of airspeed data which is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources.
	(2) Altimeter	Compliant	There are two primary sources of altitude data. The primary altitude displays are located on the pilot's and copilot's PFD's via the Garmin G5000 Avionics System. There is also a fully independent backup source of altitude data which is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources.
	(3) Cancelled		
	(4) Magnetic direction indicator	Compliant via ELOS	A magnetic compass is not installed. Certification of electronic standby instruments in lieu of magnetic compass was addressed and found acceptable under the FAA TC project to approve the avionics/electrical equipment. The electronic compass is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources.
	(5) A Tachometer for each engine	Compliant	Engine speed is indicated via the Garmin G5000 Avionics System
	(6) An Oil pressure indicator for each	Compliant	Oil pressure for each engine is indicated via the Garmin G5000 Avionics

	engine using pressure system		System.
	(7) Temp indicator for liquid cooled engine	Not Applicable	
	(8) Oil Temp indicator for air-cooled engines	Compliant	Oil temperature for each engine is indicated via the Garmin G5000 Avionics System.
	(9) A torch indicator and a gas temperature indicator for each engine and turbine	Compliant	Engine indications are displayed via the Garmin G5000 Avionics System.
	(10) A rotor rotation indicator for each main rotor	Not Applicable	
	(11) An admission pressure indicator for each altitude engine	Not Applicable	
	(12) Fuel Indicators, showing the amount of fuel in each tank	Compliant	Fuel flow, quantity and temperature are all indicated via the Garmin G5000 Avionics System.
	(13) Landing Gear Position Indicator	Compliant	The Landing Gear Position is indicated via the Garmin G5000 Avionics System.
	(14) Approved Floatation devices	Operator's Responsibility	
	(15) Approved safety belts	Compliant	Lap Safety belts provided with each seat in the aircraft.
	(16) Approved shoulder harness	Compliant	Shoulder harness provided with each seat in the aircraft.
	(17) ELT	Compliant	Artex –A 406 MHz ELT with navigation interface is provided with each aircraft.
	(18) Shoulder harness requirements	Compliant	Shoulder harness provided with each seat in the aircraft.
	(19) Rotorcraft shoulder harnesses	Not Applicable	
	(20) Portable Fire Extinguisher	Compliant	Halon 1211 fire extinguisher is located in the Crew compartment. At least one fire extinguisher is mounted in the passenger compartment.
	(21) Anchor or drogue	Not Applicable	Model 680 is not a Sea-plane.
	(22) Bilateral radio-communication VHF	Compliant	The Garmin G5000 Avionics System includes dual VHF communication transceivers.
	(23) Anti-collision lights	Compliant	One set of LED position and anti-collision lights are located on each wingtip as well as the aft tailcone.
91.205(c)	Visual-flight rules (night)		

	(1) Instruments from part (b) above	Compliant	See (b) above.
	(2) Gyroscopic attitude indicator	Compliant	The Model 680 is equipped with two primary sources of attitude displayed with a third, fully independent backup attitude display. The primary attitude information is displayed via the Garmin G5000 Avionics System. The backup attitude information is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources.
	(3) Approved Navigation lights	Compliant	One set of LED position and anti-collision lights are located on each wingtip as well as the aft tailcone.
	(4) Anti-collision light system	Compliant	One set of LED position and anti-collision lights are located on each wingtip as well as the aft tailcone.
	(5) Electric landing light	Compliant	The Model 680 is equipped with two independent belly mounted landing lights.
	(6) Electrical energy	Compliant	The Model 680 is equipped with two engine mounted starter generators and one APU starter generator. DC backup power sources are provided by two Transformer Rectifier Units. Engine mounted alternators can be selected as the AC power source for the respective side Transformer Rectifier Unit.
	(7) Spare fuses	Not Applicable	Aircraft has no fuses.
	(8) Portable electric flash light	Compliant	Two flashlights are provided as loose equipment, with the aircraft.
	(9) Radio-navigation equipment	Compliant	Garmin G5000 Avionics System – Dual VHF Nav is standard. Both standard GIA 63W units include integrated VHF Nav modules that provide VOR, LOC and GS. Marker beacon functionality is provided via the dual GMA 36 Audio Processors.
91.205(d)	Instrument flight rules		
	(1) Instruments from part (b) and (c) above	Compliant	See (b) and (c) above.
	(2) Two-way radio communication system	Compliant	The Garmin G5000 Avionics System includes dual VHF communication transceivers.
	(3) Gyroscopic Curve Indicator.(Rate of turn indicator)	Compliant	The Garmin G5000 Avionics System includes as standard equipment dual gyro-compassing Attitude Heading Reference Systems (AHRS). Rate of turn is displayed on each PFD heading indicator.

	(4) Slip-skid indicator	Compliant	Dual slip-skid indications are standard. Slip-skid is displayed on each PFD bank pointer and on the standby flight display.
	(5) Altimeter for barometric pressure	Compliant	Dual primary baro-altimeters are standard. The altimeter display is located to the right of the attitude sphere on each PFD display. An additional backup baro-altimeter is also installed and is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources.
	(6) Pitot Heating System	Compliant	Pitot heat is provided for both primary pitot tubes and for the standby tube. Two switches are provided to activate the pitot heating system, each having its own circuit. A pitot anti-icing system is installed on the aircraft. Static port heaters are powered with the same circuit as the pitot tube heaters.
	(7) Digital clock for each Pilot	Compliant	Time is displayed on each PFD in the Garmin G5000 Avionics System. The time is displayed in hours, minutes and seconds.
	(8) Generator	Compliant	Aircraft is compliant with 23.1351(a)(c) and 23.1309(c).
	(9) Pitch and bank indicator	Compliant	The Garmin G5000 Avionics System includes as standard equipment dual gyro-compassing Attitude Heading Reference Systems (AHRS) which provide pitch and bank information on the pilot and copilot PFD's. An additional backup attitude source is also installed and is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources.
	(10) Gyroscopic direction indicator	Compliant	The Garmin G5000 Avionics System includes as standard equipment dual gyro-compassing Attitude Heading Reference Systems (AHRS) which provide heading information on the pilot and copilot PFD's. An additional backup heading source is also installed and is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources..
	(11) Vertical speed indicator	Compliant	Primary vertical speed is calculated and displayed via Garmin G5000 Avionics System for the Pilot and Co-Pilot as part of the standard aircraft configuration.
91.205(e)	Flight at and above 24,000 ft	Compliant	The Model 680 is certificated to fly up to 47,000ft.
91.205(f)	Category II operations	Non compliant	Category II approach capability is not available for initial TC and has

			been deferred to a post TC project.
91.205(g)	Category III operations	Not Applicable	
91.205(h)	Exclusions: Paragraph (f) and (g) of the section do not apply to operations conducted by a certificate holder issued under the RBHA 121 or 135	Not Applicable	
91.207	**Emergency locator transmitters.**		
91.207(a)	Emergency Locator Transmitters	Compliant	Artex –A 406 MHz ELT with navigation interface is provided with each aircraft.
91.207(a)(1)	Attached to the airplane an approved automatic type ELT…	Compliant	Artex –A 406 MHz ELT with navigation interface is provided with each aircraft.
91.207(a)(2)	An approved Automatic type ELT should be attached to the airplane.	Compliant	Artex –A 406 MHz ELT with navigation interface is provided with each aircraft.
91.207(b)	ELT installation ELT must be attached to the aircraft to ensure minimum probability of damage in a crash. Must be fixed as far aft as practicable.	Compliant	The installed ELT meets this requirement.
91.207(c)	ELT batteries	Operator's Responsibility	
91.207(d)	ELT Inspections	Operator's Responsibility	
91.207(e)	ELT exceptions	Operator's Responsibility	
91.207(f)	ELT exceptions	Operator's Responsibility	
91.207(g)	ELT Portable	Operator's Responsibility	
91.207(h)	ELT Compliance	Operator's Responsibility	
91.207(i)	ELT Frequency- 121.5 and 406 MHz	Compliant	Artex –A 406 MHz ELT with navigation interface is provided with each

			aircraft and meets this requirement.
91.209	**Aircraft Lights**	Operator's Responsibility	
91.211	**Supplemental Oxygen**		
91.211(a)	General	Compliant	Quick donning EROS MC10-16-150 Oxygen Masks are provided in the aircraft. The standard oxygen drop box configuration contains 14 masks for 12 passengers. EROS MC10-16-100, MLD20-504 & MLD20-505 Quick Donning Oxygen masks are available options.
91.211(b)	Pressurized Cabin	Compliant	A 76-cubic foot oxygen system is standard. A second 76-cubic foot bottle is optional.
91.213	**Non Operating Instruments and Equipment**		
91.213(a)	List of minimum equipment and instruments required for operation	Compliant	FAA has issued an MMEL for this aircraft.
91.213(b)	Equipment, not in MEL	Operator's Responsibility	FAA has issued an MMEL for this aircraft.
91.213(c)	MEL requirements	Operator's Responsibility	
91.213(d)	MEL takeoff requirements		
	(1) Rotorcraft	Not Applicable	
	(2) Inoperative equipment requirements	Operator's Responsibility	
	(3) Inoperative equipment maintenance	Operator's Responsibility	
	(4) Pilot determination	Operator's Responsibility	
91.213(e)	Special flight permits	Operator's Responsibility	
91.215	**ATC transponder and altitude reporting equipment and use**		
91.215(a)	All airspace: Brazilian registered	Compliant	Dual transponders (Mode A, C, S) are standard having encoding that

	civil aircraft		meets the requirement. The dual Garmin GTX 3000 transponders provide the function. ADS-B Out functionality is also installed per AC 20-165.
91.215(b)	All airspace	Compliant	Dual transponders (Mode A, C, S) are standard having encoding that meets the requirement. The dual Garmin GTX 3000 transponders provide the function. ADS-B Out functionality is also also installed per AC 20-165.
91.215(c)	Transponder – on operation	Operator's Responsibility	
91.215(d)	ATC authorized deviations	Operator's Responsibility	
91.215(e)	Exception	Operator's Responsibility	
91.217	**Information Exchange between the Automatic Altitude Transmitter and the Pilot's altitude reference system (Altimeter)**		
91.217(a)	Deactivation	Operator's Responsibility	
91.217(b)	Testing	Compliant	The air data system includes static source error correction and is tested to transmit the calibrated altitude data
91.217(c)	Standards	Compliant	The Model 680 uses a digital air data computer with static source error correction. The air data is provided to the altitude reporting system directly from the digital air data system.
91.219	**Altitude alerting system or device: Turbojet-powered civil airplanes**		
91.219(a)	Operating requirements	Compliant	The Model 680 is compliant to this requirement. Altitude visual/aural alerting is standard and meets the requirement. The Garmin GMC 7200 Mode Controller is used to adjust selected altitude
91.219(b)	Requirements	Compliant	The Model 680 is compliant to this requirement. Altitude visual/aural

			alerting is standard and meets the requirement. The Garmin GMC 7200 Mode Controller is used to adjust selected altitude
91.219(c)	Procedures	Operator's Responsibility	
91.219(d)	Exception	Operator's Responsibility	The operator is responsible for determining if these exceptions apply in case the altitude alerting system is inoperative.
91.221	**Onboard System of Collision Prevention (Airborne Collision Avoidance System- ACAS), Equipment and Usage**		
91.221(a)	All airspace: Brazilian registered civil aircraft	Compliant	A Garmin GTS 8000 TCAS II (change 7.1) system is standard, providing traffic advisories and resolution advisories.
91.221(b)	Operation required	Operator's Responsibility	
91.221(c)	RVSM Airspace - TCAS II	Compliant	A Garmin GTS 8000 TCAS II (change 7.1) system is standard, providing traffic advisories and resolution advisories.
91.221 (d)	TCAS II- more than 30 seats	Not Applicable	
91.221 (e)	TCAS II- more than 19 seats	Not Applicable	
91.223	**Ground Proximity Warning System (EGPWS)**		
91.223(a)	Manufactured after December 31, 2003- International Routes	Compliant	The Garmin G5000 Avionics system includes a Class A Terrain Awareness Warning System (TAWS) system.
91.223(b)	Manufactured on or before January 1, 2004	Not Applicable	
91.223(c)	Airplane Flight Manual	Compliant	The Airplane Flight Manual for the aircraft provides the operating procedure for the TAWS equipment.
91.223(d)	Exceptions	Not Applicable	
91.223(e)	Manufactured after December 31, 2003- Brazilian Routes	Compliant	The Garmin G5000 Avionics system includes a Class A Terrain Awareness Warning System (TAWS) system.
91.225	**Onboard Electronic Equipment Requisites**	Operator's Responsibility	

	Subpart D- Maintenance, Preventative Maintenance and Alterations		
91.301	**Reserved**		
91.303	**Acrobatic Flights**	Operator's Responsibility	
91.305	**Areas of Flight Training**	Operator's Responsibility	
91.307	**Parachute And Parachuting**	Operator's Responsibility	
91.309	**Towing Gliders**	Operator's Responsibility	
91.311	**Towing System other than Glider**	Operator's Responsibility	
91.313	**Civil Aircrafts Restricted Category, Operational Limitation**	Operator's Responsibility	
91.315	**Limited Category Civil Aircrafts: Operational Limitations**	Operator's Responsibility	
91.317	**Provisionally certified Civil Aircrafts:**	Not Applicable	Applicable to aircraft delivered with a provisional Type Certificate.
91.319	**Civil Aircraft with Test Flight Authorization Certificate: Operational Limitations**	Not Applicable	Applicable to aircraft delivered with a experimental Type Certificate.
91.321	**Civil Aircraft with Certification of Flight Authorization: Operational Limitations**	Not Applicable	
91.323	**Primary Category Aircraft: Operational Limitations**	Not Applicable	
91.325	**Helicopters Operation in Eventual Landing Area**	Not Applicable	
91.327	**Helicopter Operations in places not approved or registered**	Not Applicable	

91.329 thru' 91.333	**Reserved**		
	Subpart E- Maintenance, Preventative Maintenance, Alterations And Repairs		
91.401	**Applicability**		
91.403	**General**		
91.403(a)	Preservation of Airworthy condition of the aircraft and fulfillment of RBHA 39, subparagraph 39.13(b)(1)	Operator's Responsibility	
91.403(b)	Executing Maintenance, Preventive Maintenance, Repairs or Modification	Operator's Responsibility	
91.403(c)	Manufacturer's Maintenance Manual or Instructions for Continued Airworthiness possessing an Airworthiness Limitation Section	Operator's Responsibility	
91.403(d)	Presenting to the DAC Adequate Airworthiness Condition report for the last 3 years.	Operator's Responsibility	
91.403(e)	Declaration of Inspection – Annual Maintenance	Operator's Responsibility	
91.403(f)	Report on Condition and Airworthiness Checklist	Operator's Responsibility	
91.403(g)	Special or Initial Technical Inspection	Not Applicable	
91.403(h)	Procedures for RCA processing are established by Civil Aviation Instructions	Not Applicable	
91.403(i)	Certifying an AMI	Not Applicable	
91.405	**Required Maintenance**	Operator's Responsibility	

91.407	**Operation after Maintenance, Preventive Maintenance, Recondition, Repairs or Alterations**	Operator's Responsibility	
91.409	**Inspections**		
91.409(a)	Operational requirements	Operator's Responsibility	
91.409(b)	Maintenance schedule	Operator's Responsibility	
91.409(c)	Exceptions	Operator's Responsibility	
91.409(d)	Progressive inspection	Operator's Responsibility	
91.409(e)	Large airplanes	Operator's Responsibility	
91.409(f)	Selection of inspection	Operator's Responsibility	
91.409(g)	Inspection program	Operator's Responsibility	
91.409(h)	Changes in inspection programs	Operator's Responsibility	
91.409(i)	Maintenance schedule	Operator's Responsibility	
91.409(j)	Exceptions for maintenance	Operator's Responsibility	
91.410	**Special Maintenance Program Requirements**		
91.410(a)	Limitations on Number of Cycles	Not Applicable	
91.410(b)	Instructions for Maintenance and Inspection of Fuel Tank System	Operator's Responsibility	

91.411	**Test Equipment and Altimeter System Inspections and Automatic Altitude Information Equipment (Mode C)**		
91.411(a)	Operational requirements	Operator's Responsibility	
91.411(b)	Testing	Operator's Responsibility	
91.411(c)	Approval	Operator's Responsibility	
91.411(d)	Altitude restraints	Operator's Responsibility	
91.413	**Transponders and inspections**		
91.413(a)	Operational requirements	Operator's Responsibility	
91.413(b)	Tests and Inspection	Operator's Responsibility	
91.415	**Changes in Aircraft Inspection Programs**	Operator's Responsibility	
91.417	**Maintenance Registration**	Operator's Responsibility	
91.419	**Transfer of Maintenance Records**		
91.419(a)	Records specified in 91.417(a)(2)	Compliant	Maintenance Records are transferred to the owner at the time of delivery.
91.419(b)	Records specified in 91.417(a)(1) that are not included in the records requested by paragraph (a) of this section	Operator's Responsibility	
91.421	**Maintenance Records after Engine Rebuilding**	Operator's Responsibility	
91.423	**Aircraft Weight and Balance**	Operator's Responsibility	

	Subpart F- Large and Turbine Powered Multi-engine Airplanes and Fractional Ownership Program Aircraft		
91.501	**Applicability**	Operator's Responsibility	
91.503	**Flight Equipment and Operational Information**		
91.503(a)	Pilot accessibility	Compliant	
91.503(a)(1)	A flashlight having at least 2 size "D" cells or equivalent that is in good working condition.	Compliant	Two flashlights with size "D" cells are provided as loose equipment in each aircraft.
91.503(a)(2)	A cockpit checklist containing procedures required by paragraph (b) of this section	Compliant	Cockpit checklists (Normal and Emergency/Abnormal) in paper form are provided with the aircraft.
91.503(a)(3)	Pertinent Aeronautical charts	Operator's Responsibility	Electronic charts are provided with the aircraft and can be brought up on the MFD.
91.503(a)(4)	Night VFR procedures	Operator's Responsibility	
91.503(a)(5)	Performance data for single engine operation	Operator's Responsibility	Reference AFM.
91.503(a)(6)	Airplane flight manual	Compliant	Airplane is provided with FAA approved Airplane Flight Manual.
91.503(b)	Cockpit checklists	Compliant	Paper form cockpit checklists containing the Normal and Emergency/Abnormal procedures are provided with the aircraft.
91.503(c)	Emergency checklists	Compliant	Abnormal and Emergency checklists are provided with the aircraft.
91.503(d)	Pilot use	Operator's Responsibility	
91.507	**Equipment requisites VFR night Operations**	Compliant	See 91.205.
91.509	**Water survival Operational Equipment**		
91.509(a)	Requirements	Compliant	Life jackets are provided under the seat for each occupant.

91.509(b)	Floatation equipment	Operator's Responsibility	ANAC requires Brazilian Operators to have a floatation Raft on-board the aircraft.
91.509(d)	Survival Kits with Life Rafts (Survival Kits with Life Rafts)	Operator's Responsibility	ANAC requires Brazilian Operators to have a floatation Raft on-board the aircraft.
91.509(e)	Definitions	Operator's Responsibility	
91.511	**Radio equipment for Water operations**		
91.511(a)	Operational requirements	Compliant	Dual VHF communication radios are standard. Single or dual Honeywell KHF-1050 High Frequency Comms are available as an option to support long range communication. Dual, integrated Flight Management Systems (FMS) with GPS/WAAS/EGNOS to provide long-range navigation are standard.
91.511(b)	Radio Independence	Compliant	Communication radio systems and navigation systems function independently and are tuned/controlled via multiple paths. Although each Garmin GIA 63W host a VHF Com radio module and in a VHF Nav radio module, the two modules are functionally independent including the power source. Each communication system functions independently of the other communication systems. Each navigation system functions independently of the other navigation systems (aside from signal-in-space limitations).
91.511(c)	Repairs	Operator's Responsibility	
91.511(d)	VHF and HF communications	Compliant	The Garmin G5000 Avionics System dual VHF communication transceivers are standard. Single and dual HF systems are optional.
91.511(e)	Definition		
91.513	**Emergency equipment**		
91.513(a)	Operational requirements	Operator's Responsibility	
91.513(b)	Equipment	Operator's Responsibility	
91.513(c)	Fire extinguishers	Compliant	Halon 1211 fire extinguisher is located in the Crew compartment. At

			least one fire extinguisher is mounted in the passenger compartment.
91.513(d)	First aid kits	Compliant	FAA certified First Aid kit is provided with the aircraft.
91.513(e)	Crash axe for more than 19 pax	Not Applicable	
91.513(f)	Megaphones	Not Applicable	
91.517	**Passenger information**		
91.517(a)	Visible signs	Compliant	Wherever required and necessary bi-lingual Markings and Placards provided on each aircraft.
91.517(b)	Pilot responsibility	Operator's Responsibility	
91.517(c)	No smoking	Operator's Responsibility	
91.517(d)	Fasten seat belts	Operator's Responsibility	
91.517(e)	Passenger compliance	Operator's Responsibility	
91.519	**Passenger Briefing**		
91.519(a)	Briefing	Operator's Responsibility	
91.519(b)	Pilot responsibility	Operator's Responsibility	
91.519(c)	Briefing cards	Operator's Responsibility	
91.521	**Shoulder harness**		
91.521(a)	Operational requirements	Compliant	Three point restraint system is provided on each seat in the aircraft
91.521(b)	Flight attendant seats	Not Applicable	
91.525	**Carriage of Cargo**		
91.525(a)	Cargo requirements	Operator's Responsibility	
91.525(b)	Cargo compartments	Not Applicable	
91.527	**Operating in icing conditions**		
91.527(a)	Takeoff requirements	Operator's Responsibility	

91.527(b)	De-icing equipment	Compliant	The aircraft is equipped and certified to fly in known icing conditions. Ice protection systems are standard.
91.527(c)	Forecast icing conditions	Operator's Responsibility	
91.527(d)	Changed weather forecast	Operator's Responsibility	
91.529	**Flight Engineer requirements**	Not Applicable	
91.531	**Second in command requirements**	Operator's Responsibility	
91.531(a)	Operational requirements	Operator's Responsibility	
91.531(b)	One pilot station	Not Applicable	The Model 680 has two pilot stations.
91.531(c)	Second in command requirements	Operator's Responsibility	
91.533	Flight attendant requirements	Not Applicable	
91.535	Galley equipment securing.	Operator's Responsibility	
91.537	RVSM operation	Compliant	The Model 680 (Sovereign +) remains part of the legacy 680 RVSM group approval.
	Subpart G- Additional Equipment and Operating Requirements for Large and Transport Category Aircraft		
91.601	**Applicability**		
91.603	**Aural speed warning device**	Compliant	The Garmin G5000 Avionics system provides aural speed warning.
91.605	**Transport category civil airplane weight limitations**		
91.605(a)	Any transport category	Operator's Responsibility	The MTOW of the Model 680 is 30,775 lbs.
91.605(b)	Certificated after September 30, 1958	Operator's Responsibility	The MTOW of the Model 680 is 30,775 lbs.
91.605(c)	Certificated after August 29, 1959	Operator's	The MTOW of the Model 680 is 30,775 lbs.

		Responsibility	
91.607	**Emergency exits for airplanes carrying passengers for hire**	Operator's Responsibility	The Model 680 is equipped with emergency exits. The operator must ensure compliance if utilizing the Model 680 for hire.
91.609	**Flight recorders and cockpit voice recorders**		
91.609(a)	Operational requirements	Operator's Responsibility	
91.609(b)	Maintenance	Operator's Responsibility	
91.609(c)	Recording requirements	Compliant	The Model 680 has an L3 Communications Flight Data Recorder as optional equipment. Factory Kit 633.
91.609(d)	Recording operations	Compliant	The Model 680 has an L3 Communications Flight Data Recorder as optional equipment. Factory Kit 633.
91.609(e)	Cockpit voice recorders	Compliant	The Model 680 has an L3 Communications Cockpit Voice Recorder as standard equipment.
91.609(f)	CVR recording requirements	Compliant	The Model 680 has an L3 Communications Cockpit Voice Recorder as standard equipment.
91.609(g)	Recording retention	Compliant	The Model 680 has an L3 Communications Cockpit Voice Recorder as standard equipment.
91.609(h)	Brazilian Certification after February 1, 1995	Compliant	The Model 680 has an L3 Communications Cockpit Voice Recorder as standard equipment.
91.611	**Authorization for ferry flight with one engine inoperative**	Operator's Responsibility	
91.613	**Materials for compartment interiors**		
91.613	Operational requirements	Compliant	
	Subpart H – Operational rules for Person on board		
91.701	Applicability	Operator's Responsibility	
91.702	People on board	Operator's Responsibility	

91.703	Aircraft operating outside Brazil	Operator's Responsibility	
91.705	MNPS operations	Operator's Responsibility	The Model 680 is capable of MNPS operation. Reference FMS Navigation Operational Capabilities section of the AFM.
91.706	RVSM operations	Operator's Responsibility	The Model 680 is capable of RVSM operation. Reference the AFM for additional RVSM information.
91.707 – 91.709	Reserved	Not Applicable	
91.711	Foreign registered aircraft operations in Brazil	Operator's Responsibility	
91.713	Reserved	Not Applicable	
91.715	Exceptions	Operator's Responsibility	
	Subpart I – Operational Rules for Noise		
91.801	**Applicability**	Not Applicable	
91.803	**Regulation Basis**	Not Applicable	
91.805	**Operational Limitations: Subsonic reaction**	Not Applicable	
91.807	**Operating Limitations: Propeller planes and helicopters.**	Not Applicable	
91.809-91.813	**Reserved**	Not Applicable	
91.817	**Aircraft operations for agricultural purpose**	Not Applicable	
91.809	**Sonic Blasts from Civil Aircrafts**	Not Applicable	Aircraft Max Speed is less than Mach 1.
	Subpart J – Special Concessions		
91.901	**Reserved**		
91.903	**Philosophy and Procedures**		
91.905	**List of Subject Rules that can grant Special Concessions**		
	Subpart K – Public Safety And/or Civil Defence Air Operations.		

91.951	**Applicability**		
91.953	**Concept**		
91.955	**Authorized Aircrafts**	Operator's Responsibility	
91.957	**Crew Members**	Operator's Responsibility	
91.959	**License, Training and Proficiency**	Operator's Responsibility	
91.961	**Special Operational Conditions**	Operator's Responsibility	
91.963	**Authorities Responsible for Public Safety And/or Civil Defence**		
91.965	**Aircraft Maintenance**	Operator's Responsibility	
Appendix A	**Category II Operations: Manual, Instruments, Equipment, and Maintenance**		
Appendix A	Category II Manual	Operator's Responsibility	Category II approach capability is not available for initial TC and has been deferred to a post TC project.
Appendix C	**Airspace over the North Atlantic known as "NAT-MNPS"**		
Appendix C	Operational requirements	Compliant	NAT-MNPS. Reference FMS Navigation Operational Capabilities section of the AFM.
Appendix D	**Reserved**		
Appendix E	**FDR specifications for aircraft**	Applicable	Flight Data Recorder (ICAO Type IA) - L3 Communications – This system does not fully comply with US Part 91, 91K and 135 requirements for aircraft configured with 10 or more passenger seats. Four required parameters are not available to be recorded for initial TC. A software update in the 4th quarter of 2014 is expected to make the FDR installation fully compliant.
Appendix F	**FDR specifications for helicopters**	Not Applicable	

Appendix G	**Airspace operation with Reduced Vertical Separation Minimum (RVSM) Airspace**		
Appendix G	RVSM Airspace	Compliant	The Model 680 is capable of RVSM operation. Reference the AFM for additional RVSM information.
135.21	**Manual requirements**		
135.21(a)	Requirements	Operator's Responsibility	
135.21(b)	Copies of manual	Operator's Responsibility	
135.21(c)	Certificate	Operator's Responsibility	
135.21(d)	Maintenance personnel	Operator's Responsibility	
135.21(e)	Employees of certificate holder	Operator's Responsibility	
135.21(f)	Flight personnel	Operator's Responsibility	
135.21(g)	Carriage of manual on board the aircraft	Operator's Responsibility	
135.21(h)	English Language	Operator's Responsibility	
	Flight Operations		
135.75	**Inspectors credentials: Admission to pilots' compartment: Forward observer's seat**		
135.75(a)	Admission to pilot's compartment	Operator's Responsibility	
135.75(b)	Observer's seat	Not Applicable	
135.75(c)	Criteria for occupying Observer's seat	Operator's Responsibility	

135.75(d)	Restriction	Operator's Responsibility	
135.77	**Responsibility for operational control**	Operator's Responsibility	
135.79	**Flight Locating Requirements**	Operator's Responsibility	
135.80	**Information about emergency and survival equipment**	Operator's Responsibility	
135.81	**Informing personnel of operational information and appropriate changes**	Operator's Responsibility	
135.83	**Operating information required**		
135.83(a)	Requirements	Compliant	
135.83(b)	Cockpit checklists	Compliant	Cockpit checklists (Normal and Emergency/Abnormal) in paper form are provided with the aircraft.
135.83(c)	Emergency checklists	Compliant	Abnormal & Emergency checklist providing the procedures provided with each aircraft.
135.85	**Carriage of persons without compliance with the passenger-carrying provisions of this part.**	Operator's Responsibility	
135.87	**Carriage of Cargo including carry-on baggage**		
135.87(a)	Carried in an approved cargo rack, bin or compartment	Operator's Responsibility	
135.87(b)	Secured by an approved means	Operator's Responsibility	
135.87(c)	Carried in accordance with	Operator's Responsibility	
135.87(d)	Means to prevent articles of baggage stowed under seats from sliding under crash impact	Operator's Responsibility	
135.87(e)	Cargo compartment requiring	Operator's	

	physical entry by a crew member	Responsibility	
135.89	**Pilot Requirements- Use of Oxygen**		
135.89(a)	Unpressurized Aircraft	Not Applicable	
135.89(b)	Pressurized Aircraft	Operator's Responsibility	A 76-cubic foot oxygen system is standard. A second 76-cubic foot bottle is optional.
135.91	**Oxygen for Medical use by Passenger**		
135.91(a)	Equipment	Operator's Responsibility	Portable Oxygen Bottle – Installs a portable, therapeutic oxygen bottle in the left hand forward closet.
135.91(b)	No smoking	Operator's Responsibility	
135.91(c)	Operation	Operator's Responsibility	
135.91(d)	Exception	Operator's Responsibility	
135.91(e)	Deviation	Operator's Responsibility	
135.93	**Autopilot: Minimum altitudes for use**		
135.93(a)	Usage requirements	Operator's Responsibility	
135.93(b)	Non-ILS approach	Operator's Responsibility	
135.93(c)	ILS approach	Operator's Responsibility	
135.93(d)	Operation specifications touchdown		
135.93(e)	Operation specifications takeoff		
1635.93(f)	Exception		
135.111	**Second in Command required in Category II operations.**	Not Applicable	Category II approach capability is not available for initial TC and has been deferred to a post TC project.
135.113	**Passenger occupancy of pilot seat**	Operator's Responsibility	

135.127	**Passenger information requirements and smoking prohibitions.**		
135.127(a)	Placard requirements	Operator's Responsibility	"No Smoking" placards and markings, wherever required are provided inside each aircraft.
135.127(b)	Exceptions	Operator's Responsibility	
135.127(c)	Lavatories	Not Applicable	
135.127(d)	Smoke detectors	Not Applicable	
135.127(e)	Tampering with smoke detectors	Not Applicable	
135.127(f)	No smoking requirements	Not Applicable	
135.128	**Use of safety belts and child restraint systems.**		
135.128(a)	Requirements	Compliant	Each seat in the aircraft is provided with a seat belt and shoulder harness.
135.128(b)	Child requirements	Operator's Responsibility	
135.129	**Exit seating**		
135.129(a)	Applicability	Operator's Responsibility	
135.129(b)	Requirements	Operator's Responsibility	
135.129(c)	Passenger Instruction	Operator's Responsibility	
135.129(d)	Passenger requirements	Operator's Responsibility	
135.129(e)	Passenger information cards	Operator's Responsibility	
135.129(f)	Inspection	Operator's Responsibility	
135.129(g)	Taxi operation	Operator's Responsibility	
135.129(h)	Passenger Briefing cards	Operator's	

		Responsibility	
135.129(i)	Exception	Not Applicable	
135.129(j)	Reserved		
135.129(k)	Non exit seat	Operator's Responsibility	
135.129(l)	Passenger exception	Not Applicable	
135.129(m)	Denial of transportation	Not Applicable	
135.129(n)	Compliance	Operator's Responsibility	
135.129(o)	Assigning seats	Operator's Responsibility	
135.129(p)	Approved Procedures	Operator's Responsibility	
	Aircraft and Equipment		
135.141	**Applicability**		
135.143	**General Requirements**		
135.143(a)	Equipment Requirements	Compliant	The aircraft equipments are certified to meet FAA requirements and meet the applicable RBHA regulations.
135.143(b)	Required instruments	Compliant	The aircraft equipments are certified to meet FAA requirements and meet the applicable RBHA regulations.
135.143(c)	ATC transponder equipment	Compliant	The G5000 Avionics System includes dual GTX 3000 Mode S diversity transponders with ADS-B Out capability as standard equipment. The transponders are manufactured with TSO C112 authorization.
135.144	**Portable electronic devices**	Operator's Responsibility	
135.145	**Operational Evaluation flights**	Operator's Responsibility	
135.147	**Dual controls required**	Compliant	Dual controls (Pilot & co-Pilot) provided on each aircraft.
135.149	**Equipment requirements: General**		
135.149(a)	Altimeter for barometric pressure	Compliant	Dual primary baro-altimeters are standard. The altimeter display is located to the right of the attitude sphere on each PFD display. An additional backup baro-altimeter is also installed and is normally

			displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources. Barometric pressure settings are made by the crew via the display controllers located adjacent to each PFD.
135.149(b)	Carburetor requirements	Not Applicable	
135.149(c)	A third indicator – Artificial Horizon as per RBHA 121.305(j)	Compliant	Standard equipment includes the L-3 GH-3900 Standby Flight Display.
135.149(d)	Reserved	Not Applicable	
135.149(e)	Administrator requirements	Operator's Responsibility	
135.150	**Public Address and crew member interphone systems**	Not Applicable	Passenger seating configured for less than 19.
135.151	**Cockpit voice recorders**		
135.151(a)	Operating requirements	Compliant	An L-3 Communications FA-2100 CVR is provided in the aircraft as standard equipment.
135.151(b)	Seating configuration- 20 or more	Not Applicable	
135.151(c)	Retention of records	Operator's Responsibility	
135.151(d)	Recording requirements	Compliant	An L-3 Communications FA-2100 CVR is provided in the aircraft as standard equipment. Installation includes the recording of boom and mask audio.
135.151(e)	Erasure requirements	Compliant	An L-3 Communications FA-2100 CVR is provided in the aircraft as standard equipment.
135.151(f)	Seating configuration- 10 or more	Compliant	An L-3 Communications FA-2100 CVR is provided in the aircraft as standard equipment. The recorder retains at least 2 hours of data.
135.152	**Flight recorders**		
135.152(a)	Requirements	Compliant	Flight Data Recorder (ICAO Type IA*) - L3 Communications – This system complies with US Part 91, 91K and 135 requirements. Note: This system does not fully comply with ICAO Type 1A requirements. Four required parameters are not available to be recorded for initial TC. A software update in the 4th quarter of 2014 is expected to make the FDR installation fully compliant.
135.152(b)	Seating Configuration-20 to 30	Not Applicable	
135.152(c)	Operating requirements	Operator's	

		Responsibility	
135.152(d)	Erasure requirements	Operator's Responsibility	
135.152(e)	Retention of records	Operator's Responsibility	
135.152(f)	Manufactured before August 18, 2000	Not Applicable	
135.152(g)	Underwater location	Compliant	Flight Data Recorder (ICAO Type IA*) - L3 Communications – This system complies with US Part 91, 91K and 135 requirements. Note: This system does not fully comply with ICAO Type 1A requirements. Four required parameters are not available to be recorded for initial TC. A software update in the 4th quarter of 2014 is expected to make the FDR installation fully compliant.
135.152(h)	Operational Parameters	Compliant	Flight Data Recorder (ICAO Type IA*) - L3 Communications – This system complies with US Part 91, 91K and 135 requirements. Note: This system does not fully comply with ICAO Type 1A requirements. Four required parameters are not available to be recorded for initial TC. A software update in the 4th quarter of 2014 is expected to make the FDR installation fully compliant.
135.152(i)	Seating Configuration-10 to 30	Compliant	Flight Data Recorder (ICAO Type IA*) - L3 Communications – This system complies with US Part 91, 91K and 135 requirements. Note: This system does not fully comply with ICAO Type 1A requirements. Four required parameters are not available to be recorded for initial TC. A software update in the 4th quarter of 2014 is expected to make the FDR installation fully compliant.
135.152(j)	Manufactured after August 18, 1997	Compliant	Flight Data Recorder (ICAO Type IA*) - L3 Communications – This system complies with US Part 91, 91K and 135 requirements. Note: This system does not fully comply with ICAO Type 1A requirements. Four required parameters are not available to be recorded for initial TC. A software update in the 4th quarter of 2014 is expected to make the FDR installation fully compliant.
135.152(k)	Exception	Not Applicable	
135.153	**Ground Proximity Warning System**		
135.153(a)	Turbine-powered manufactured after	Compliant	The G5000 system includes a Class A Terrain Awareness Warning

	April 20, 1996 and having Passenger seat configuration of 10 or more		System (TAWS) system.
135.153(b)	Reserved		
135.153(c)	Flight Manual	Compliant	The Airplane Flight Manual for the aircraft provides the operating procedure for the TAWS equipment.
135.153(d)	Deactivation	Operator's Responsibility	
135.153(e)	Deactivation record	Operator's Responsibility	
135.153(f)	Validity	Not Applicable	
135.154	**Terrain awareness and warning system.**		
135.154(a)	Turbine-powered manufactured after December 31, 2003	Compliant	The G5000 system includes a Class A Terrain Awareness Warning System (TAWS) system.
135.154(a)(1)	And having Passenger seat configuration of 10 or more	Compliant	The G5000 system includes a Class A Terrain Awareness Warning System (TAWS) system.
135.154(a)(2)	And having Passenger seating configuration of between 6 and 9	Compliant	The G5000 system includes a Class A Terrain Awareness Warning System (TAWS) system.
135.154(b)	Airplane manufactured on or before January 1, 2004	Not Applicable	
135.154(c)	Airplane Flight Manual	Compliant	The Airplane Flight Manual for the aircraft provides the operating procedure for the TAWS equipment.
135.155	**Fire extinguishers: Passenger-carrying aircraft**		
135.155(a)	Type and quantity	Compliant	One fire extinguisher is installed laterally on the frame of the RH Crew Seat Assembly. The fire extinguisher uses Halon type 1211, or equivalent, and has a minimum UL rating of 5B:C. One fire extinguisher is installed in a convenient location in the passenger compartment (storage location varies dependent on interior configuration). The fire extinguisher uses Halon type 1211, or equivalent, and has a minimum UL rating of 5B:C.
135.155(b)	Flight deck	Compliant	One fire extinguisher is installed laterally on the frame of the RH Crew

			Seat Assembly. The fire extinguisher uses Halon type 1211, or equivalent, and has a minimum UL rating of 5B:C.
135.155(c)	Passenger compartment	Compliant	One fire extinguisher is installed in a convenient location in the passenger compartment (storage location varies dependent on interior configuration). The fire extinguisher uses Halon type 1211, or equivalent, and has a minimum UL rating of 5B:C.
135.157	**Oxygen equipment requirements**		
135.157(a)	Unpressurized aircraft	Not Applicable	
135.157(b)	Pressurized aircraft	Compliant	The Model 680 is a pressurized aircraft. A 76-cubic foot oxygen system that meets the requirements for 14 CFR Part 135 operations is standard. A second 76-cubic foot bottle is optional.
135.157(c)	Equipment requirements	Compliant	An oxygen bottle pressure gauge is shown on the MFD to allow the pilot to determine the oxygen quantity. The pilot's oxygen masks can be tested to determine if they are providing oxygen. Each passenger oxygen mask has a flow indicator to indicate the oxygen is being received. The pilot's oxygen masks have a 100% setting that provides undiluted oxygen.
135.158	**Pitot heat indication systems**		
135.158(a)	Operating requirements	Compliant	Pitot heat indication system compliant with RBHA 25.1326 is installed on the aircraft.
135.159	**Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions**		
135.159(a)	Gyroscopic rate-of-turn indicator	Compliant	The Model 680 is equipped with two primary sources of attitude and heading and a third, fully independent backup attitude/heading display. Rate of turn is displayed via the Garmin 5000 PFD heading display.
135.159(b)	Slip skid indicator	Compliant	The Model 680 is equipped with two primary sources of attitude and a third, fully independent backup attitude display. Slip-skid is displayed on each PFD bank pointer and on the standby flight display..
135.159(c)	Gyroscopic bank-and-pitch indicator	Compliant	The Model 680 is equipped with two primary sources of attitude with a

			third, fully independent backup attitude display. The primary information is displayed on the pilot and copilot PFDs. The backup source is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources.
135.159(d)	Gyroscopic direction indicator	Compliant	The Model 680 is equipped with two primary sources of attitude and heading and a third, fully independent backup attitude/heading display. The primary information is displayed on the pilot and copilot PFDs. The backup source is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources.
135.159(e)	Generator	Compliant	The Model 680 is equipped with two engine mounted starter generators and one APU starter generator. DC backup power sources are provided by two Transformer Rectifier Units. Engine mounted alternators can be selected as the AC power source for the respective side Transformer Rectifier Unit.
135.159(f)	Lights	Compliant	
135.159(f)(1)	An anti-collision light system	Compliant	One set of LED position and anti-collision lights are located on each wingtip as well as the aft tailcone.
135.159(f)(2)	Instruments lights	Compliant	The aircraft has adequate illumination for all instrument and equipment essential for the safe operation of the aircraft.
135.159(f)(3)	A flashlight having at least two "D" size cells.	Compliant	Two flashlights with size "D" cells are provided as loose equipment in each aircraft.
135.159(g)	In-flight electrical load	Definition	
135.159(h)	Helicopters with maximum takeoff weight of 6000 lbs or less	Not Applicable	
135.161	**Radio and navigational equipment: Carrying passengers under VFR at night or under VFR over-the-top**		
135.161(a)	Two-way radio communication	Compliant	The G5000 Avionics System includes dual VHF communication transceivers as standard equipment.
135.161(b)	Radio navigation equipment over-the-top	Compliant	The G5000 Avionics System includes Dual VHF navigation receivers as standard equipment. The GIA 63W units include integrated VHF Nav

			modules that provide VOR, LOC and GS. Marker beacon functionality is provided via the dual GMA 36 Audio Processors.
135.163	**Equipment requirements: Aircraft carrying passengers under IFR**		
135.163(a)	Vertical speed indicator	Compliant	Primary vertical speed is calculated and displayed via G5000 Avionics System on the pilot and copilot PFD's.The standby flight display also provides an independent display of vertical speed.
135.163(b)	Air temp indicator	Compliant	Air temperature is displayed via the G5000 Avionics System.
135.163(c)	Heated pitot tubes	Compliant	Pitot heat is provided to both the primary pitot tubes and the standby tube.
135.163(d)	Power failure warning	Compliant	Power status is monitored and displayed on the PFD or CAS as appropriate. Attitude status is monitored for all failures.
135.163(e)	Alternate static pressure	Compliant	Three independent systems are installed for sensing and display of altitude, airspeed and vertical speed.
135.163(f)	Single Engine Aircraft	Not Applicable	
135.163(g)	Generators	Compliant	The Model 680 is equipped with two engine mounted starter generators and one APU starter generator. DC backup power sources are provided by two Transformer Rectifier Units. Engine mounted alternators can be selected as the AC power source for the respective side Transformer Rectifier Unit.
135.163(h)	Energy sources	Compliant	The Model 680 is equipped with two engine mounted starter generators and one APU starter generator. DC backup power sources are provided by two Transformer Rectifier Units. Engine mounted alternators can be selected as the AC power source for the respective side Transformer Rectifier Unit.
135.163(i)	In-flight electrical load	Definition	
135.165	**Radio and navigational equipment: Extended overwater or IFR operations**		
135.165(a)	Requirements	Compliant	G5000 Avionics System – Dual VHF Nav is standard. Both standard GIA 63W units include integrated VHF Nav modules that provide VOR, LOC and GS. Marker beacon functionality is provided via the dual

			GMA 36 Audio Processors.
135.165(b)	Radio and navigation equipment	Compliant	G5000 Avionics System – Dual VHF Nav is standard. Single or dual HF communication systems are available as an option. Both standard GIA 63W units include integrated VHF Nav modules that provide VOR, LOC and GS. Marker beacon functionality is provided via the dual GMA 36 Audio Processors. Dual integrated FMS's are standard along with dual GNSS receivers (with SBAS).
135.165(c)	Receivers	Compliant	G5000 Avionics System – Dual VHF Nav is standard. Both standard GIA 63W units include integrated VHF Nav modules that provide VOR, LOC and GS. Marker beacon functionality is provided via the dual GMA 36 Audio Processors.
135.165(d)	Long-range	Compliant	Single or dual KHF-1050 High-Frequency Radio systems (Honeywell) are available as options to support long range voice communications. The Garmin G5000 system provides selective calling (SELCAL) capability. This is available via optional Factory Kit 632B. Dual long range navigation is available via the standard Garmin GNSS/SBAS installation.
135.166	**Emergency Equipment: Operations over Uninhabited Terrain or Jungle**		
135.166(a)	Pyrotechnic Signaling device	Operator's Responsibility	
135.166(b)	Helicopters	Not Applicable	
135.166(c)	Survival Kit	Operator's Responsibility	
135.167	**Emergency equipment: Extended overwater operations**		
135.167(a)	Equipment requirement	Operator's Responsibility	
135.167(b)	Life rafts	Operator's Responsibility	
135.167(c)	Emergency ELT	Operator's	

		Responsibility	
135.167(d)	Helicopters	Not Applicable	
135.167(e)	Definition	Not Applicable	
135.169	**Additional Airworthiness Requirements**		
135.169(a)	Operation of a large airplane	Not Applicable	
135.169(b)	Operation of a small airplane with a conventional or turbo-prop engine with 10 or more passenger seats	Not Applicable	Model 680 has turbo-fan engines
135.169(c)	Small airplane with passenger seating capacity of 10 or more	Not Applicable	Model 680 is a transport category airplane. It is certificated to the Part 25 Airworthiness Standards.
135.169(d)	Cargo or Baggage Compartment	Not Applicable	Model 680 is a transport category airplane
135.169(e)	Retrofit reports	Not Applicable	Model 680 is a transport category airplane
135.170	**Materials for compartment interiors**		
135.170(a)	Compartment interior requirements	Compliant	The aircraft when delivered is compliant with the requirements of 25.853(a) for Compartment Interiors.
135.170(b)	Large airplanes	Not Applicable	
135.171	**Shoulder harness installation at flight crewmember stations**		
135.171	Flight crewmember stations	Not Applicable	Each of the Flight Crew member seats have Shoulder harness installed on them.
135.173	**Airborne thunderstorm detection equipment requirements**		
135.173(a)	Day VFR conditions	Compliant	A Garmin GWX 70 weather radar system with a 12-inch antenna is standard equipment.
135.173(b)	Helicopter	Not Applicable	
135.173(c)	IFR or night VFR	Operator's Responsibility	A Garmin GWX 70 weather radar system with a 12-inch antenna is standard equipment.
135.173(d)	En-route procedure	Operator's Responsibility	
135.173(e)	Exception	Not Applicable	

135.173(f)	Alternate electrical power	Compliant	A Garmin GWX 70 weather radar system with a 12-inch antenna is standard equipment. The radar system does not utilize a dual-sourced power feed. ha
135.175	**Airborne weather radar equipment requirements**		
135.175(a)	Approved equipment	Compliant	A Garmin GWX 70 weather radar system with a 12-inch antenna is standard equipment.
135.175(b)	IFR or night VFR	Operator's Responsibility	
135.175(c)	Enroute procedure	Operator's Responsibility	
135.175(d)	Exception		
135.175(e)	Alternate electrical power	Compliant	A Garmin GWX 70 weather radar system with a 12-inch antenna is standard equipment. The radar system does not utilize a dual-sourced power feed. ha
135.176	**First Aid Kit**	Compliant	FAA certified First Aid kit is provided with the aircraft.
135.177	**Emergency equipment requirements for aircraft having passenger seating configuration of 19 or more passengers**	Not Applicable	
135.178	**Additional emergency equipment**	Not Applicable	
135.178(g)	Exterior Exit Markings	Compliant	
135.179	**Inoperable instruments and equipment**		
135.179(a)	Takeoff requirements	Compliant	An FAA approved MMEL is available for the aircraft.
135.179(b)	Exception from MEL	Operator's Responsibility	
135.179(c)	Special flight permit	Operator's Responsibility	
135.180	**Airborne Collision Avoidance System**		
135.180(a)	Requirement	Not Applicable	The Model 680 does not offer seating configurations of more than 30

			passengers.
135.180(b)	Passenger seating	Not Applicable	The Model 680 does not offer seating configurations of more than 30 passengers.
135.180(c)	Airplane Flight Manual	Compliant	The Airplane Flight Manual contains the procedures to operate the TCAS II system.
135.180(d)	RVSM Airspace requirement	Compliant	A Garmin GTS 8000 TCAS II system is standard equipment, providing traffic advisories and resolution advisories.
135.181	**Performance requirements: Aircraft operated over-the-top or in IFR conditions**		
135.181(a)	Exceptions	Operator Responsibility	The AFM and operators manual provide performance charts to allow the pilot to determine if this requirement is met.
135.183	**Performance requirements: Land aircraft operated over water**		
135.183(a)	Altitude	Operator Responsibility	The AFM and operators manual provide performance charts to allow the pilot to determine if this requirement is met.
135.183(b)	Take off and landing	Operator Responsibility	
135.183(c)	Critical engine inoperative	Operator Responsibility	The AFM and operators manual provide performance charts to allow the pilot to determine if this requirement is met.
135.185	**Empty weight and center of gravity: Currency requirement**		
135.185(a)	Actual weights	Operator's Responsibility	
135.185(b)	Exceptions	Operator's Responsibility	
	Subpart D - VFR/IFR Operating Limitations and Weather Requirements		
135.203	**VFR : minimum altitudes**	Operator's Responsibility	

135.205	**VFR : visibility requirements**	Operator's Responsibility	
135.207	**VFR requirement for helicopters reference surface**	Not Applicable	
135.209	**Battery for VFR flight**	Operator's Responsibility	
135.211	**VFR Flight : operational constraints**	Operator's Responsibility	
135.213	**Forecast and weather information**	Operator's Responsibility	
135.215	**IFR Flight : operational constraints**	Operator's Responsibility	
135.217	**IFR : Takeoff limitations**	Operator's Responsibility	
135.219	**IFR : weather minimums at the destination aerodrome**	Operator's Responsibility	
135.221	**IFR : weather minima alternate airport**	Operator's Responsibility	
135 223	**IFR : runtime requirements for alternate airport**	Operator's Responsibility	
135.225	**IFR : weather minimums for takeoff , approach and landing**	Operator's Responsibility	
135.227	**Icing conditions: Operating limitations**		
135.227(a)	Exceptions	Operator's Responsibility	
135.227(b)	Requirements	Operator's Responsibility	
135.227(c)	No fly conditions	Compliant	The aircraft is equipped and certified to fly in known icing conditions. The icing equipment is available on the aircraft as standard equipment.
135.227(e)	Severe icing conditions	Operator's	

		Responsibility	
135.227(f)	Current weather reports	Operator's Responsibility	
	Airplane Performance Operating Limitations		
135.377	**A transport category aircraft propelled by turbine engines : landing on wet and contaminated runways**	Operator's Responsibility	
135.379	**Transport category airplanes with turbine engines : Takeoff limitations**	Operator's Responsibility	
135.381	**Large transport category airplanes: Turbine powered: En Route Limitations**	Operator's Responsibility	
135.383	**Large transport category airplanes: Turbine powered: En Route Limitations: Two engine inoperative**	Not Applicable.	
135.385	**Large transport category airplanes: Turbine powered: En Route Limitations: Destination airports**	Operator's Responsibility	
135.387	**Large transport category airplanes: Turbine powered: En Route Limitations: Alternate airports**	Operator's Responsibility	
135.389	**Large transport category airplanes: Turbine powered: En Route Limitations: Takeoff Limitations**	Operator's Responsibility	
135.391	**Large non-transport category**	Operator's	

	airplanes: Turbine powered: One engine inoperative	Responsibility	
135.393	**Large non-transport category airplanes: Turbine powered: En Route Limitations: Destination airports**	Operator's Responsibility	
135.395	**Large non-transport category airplanes: Turbine powered: En Route Limitations: Alternate airports**	Operator's Responsibility	
135.397	**Small transport category airplane performance limitations**	Not Applicable	
135.398	**Commuter category airplane performance operating limitations**	Operator's Responsibility	
135.398(a)	Takeoff weight limitations	Operator's Responsibility	
135.398(b)	Weight requirements	Operator's Responsibility	
135.398(c)	Landing limitations	Operator's Responsibility	
135.398(d)	Determining weights	Operator's Responsibility	
135.398(e)	Limitations	Operator's Responsibility	
135.399	**Small non-transport category airplane performance operating limitations**		
135.399(a)	Takeoff weight limitations	Not Applicable	
135.399(b)	Landing limitations	Not Applicable	
	Maintenance , Preventative Maintenance, and Alterations		
135.419	**Approved aircraft inspection**		

	program		
135.419(a)	Amend operations	Operator's Responsibility	
135.419(b)	Aircraft inspection program	Operator's Responsibility	
135.419(c)	Program approval	Operator's Responsibility	
135.419(d)	Submission contents	Operator's Responsibility	
135.419(e)	After approval	Operator's Responsibility	
135.419(f)	Changes in inspection programs	Operator's Responsibility	
135.419(g)	Inspections	Operator's Responsibility	
135.419(h)	Registration numbers	Operator's Responsibility	
135.421	**Additional Maintenance requirements**		
135.421(a)	Compliance to manufacturer's recommended maintenance programs	Operator's Responsibility	
135.421(b)	Manufacturer's maintenance program	Compliant	Maintenance Manuals and related documents provided to with the aircraft.
135.421(c)	Single engine aircrafts used in passenger-carrying IFR operations	Not Applicable	Model 680 is a twin engine aircraft.
135.421(d)	Single engine aircrafts used in passenger-carrying IFR operations: written maintenance instructions	Not Applicable	Model 680 is a twin engine aircraft.
153.143(e)	Single engine aircraft used in passenger-carrying IFR operations: Engine maintenance records	Not Applicable	Model 680 is a twin engine aircraft.

135.425	**Maintenance, preventive maintenance, and alteration programs**		
135.425(a)	Performed maintenance	Operator's Responsibility	
135.425(b)	Maintenance personnel	Operator's Responsibility	
135.425(c)	Released to service	Operator's Responsibility	
135.427	**Manual requirements**		
135.427(a)	Requirements		
135.427(b)	Performed maintenance	Operator's Responsibility	
135.147(c)	Retention	Operator's Responsibility	
135.147(d)	Language	Operator's Responsibility	
Appendix A	**Additional Airworthiness Standards for 10 or More Passenger Airplanes**	Compliant	The Model 680 is transport category aircraft certified to Part 25 Airworthiness Standards.
Appendix B	**Airplane Flight Recorder Specifications: multi-engine, turbine-powered airplane with 10 to 19 passenger seats**	Compliant	The Model 680 is transport category aircraft certified to Part 25 Airworthiness Standards.
Appendix D	**Airplane Flight Recorder Specifications: multi-engine, turbine powered airplane having 20 to 30 passenger seats**	Not Applicable	
Appendix F	**Airplane Flight Recorder Specifications: 10 to 30 passenger after August 2002.**	Compliant	Flight Data Recorder (ICAO Type IA) – L-3 Communications – This system complies with US Part 91, 91K and 135 requirements for aircraft configured with 10 or more passenger seats. It is compliant with current EU-OPS regulations and is expected to comply with anticipated future

			EU-OPS requirements for aircraft having a maximum takeoff mass of greater than 5,700 kg (12,500 lbs).

FORM: 2391
DRAWING NO: AW-680A-023

Cessna Aircraft Company
P.O Box 7704
WICHITA, KS 67277

ENGINEERING DRAWING AND PART LIST SIGNATURE AUTHORIZATION
Originals Electronically Signed in the VPM System

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REVISION: AW-680A-023 REPORT ---

PKG: 0000092365

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ORIGINATOR	(DRM) Christopher Horst (APPROVE 03/04/2016 13:40:16)
GROUP	(AD11-18) Christopher Horst (APPROVE 03/04/2016 13:44:58)
FATIGUE	(AD11-18) Christopher Horst (NOT REQUIRED 03/04/2016 13:42:45)
M&P	(NPD_AD) Christopher Horst (NOT REQUIRED 03/04/2016 13:42:45)
STRESS	(AD11-18) Christopher Horst (NOT REQUIRED 03/04/2016 13:42:45)
AES_SYS	(NPD_AD) Tom Fairbanks (APPROVE 03/09/2016 15:37:53)
ELECTRICAL ME	(ALL) Christopher Horst (NOT REQUIRED 03/04/2016 13:42:45)
EXPERIMENTAL ME	(ALL) Christopher Horst (NOT REQUIRED 03/04/2016 13:42:45)
ME	(AD11-18) Christopher Horst (NOT REQUIRED 03/04/2016 13:42:45)
MECH SYSTEMS-ECS	(ALL) Les Ramsey (APPROVE 04/14/2016 09:27:52)
MECH SYSTEMS-ICING	(ALL) Jim Hoppins (APPROVE 03/08/2016 12:29:57)
STRESS ACC	(ACC) David Lucas (APPROVE 04/08/2016 14:07:38)
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MODEL NO: 680A

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MODEL 680A LATITUDE ANAC BRAZIL OPERATIONAL COMPLIANCE CHECKLIST

RBHA PART 91 AND RBAC PART 135

Printed On 05/02/2016

REVISIONS

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-	01/26/2016	Samuel Mayo	See Separate Electronic Routing
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Section	Description
All	Initial release

LIST OF ABBREVIATIONS AND SYMBOLS

ACAS	Airborne Collision Avoidance System
ADC	Air Data Computer
ADF	Automatic Direction Finder
AFCS	Automatic Flight Control System
AHRS	Attitude Heading Reference System
AMC	Acceptable Means of Compliance
ANAC	Agencia Nacional de Aviacao Civil
CFR	Code of Federal Regulations
cm	Centimeter
CVR	Cockpit Voice Recorder
DC	Direct Current
DME	Distance Measuring Equipment
ECR	Engineering Change Request
ECS	Environmental Control Systems
EFIS	Electronic Flight Instrument System
EGPWS	Enhanced Ground Proximity Warning System
EHSI	Electronic Horizontal Situation Indicator
ELT	Emergency Locator Transmitter
FAA	Federal Aviation Administration
FDR	Flight Data Recorder
FK	Factory Kit
FM	Frequency Modulation
ft	Feet
ICAO	International Civil Aviation Organization
IEM	Interpretive and Explanatory Materials
IFR	Instrument Flight Rules
ILS	Instrument Landing System
kg	Kilogram
lbs	Pounds

L/H	Left Hand
LRNS	Long Range Navigation System
m	Meters
MEL	Minimum Equipment List
MFD	Multifunction Display
MHz	Megahertz
MLS	Microwave Landing System
MNPS	Minimum Navigation Performance Specification
N/A	Not Applicable
NAV	Navigation
NDB	Non-Directional Radio Beacon
nm	Nautical Miles
No.	Number
OPS	Operations
OPT	Optional Equipment Approved for Installation on Aircraft
PAX	Passengers
PBE	Protective Breathing Equipment
PFD	Primary Flight Display
RBAC	Regulamento Brasileiro De Aviacao Civil
RBHA	Regulamento Brasileiro De Homologacao Aeronautica
R/H	Right Hand
REQ	Requirement
RNP	Required Navigation Performance
RVSM	Reduced Vertical Separation Minimum
SER	Special Equipment Request for Installation on Aircraft
SSEC	Static Source Error Correction
SSR	Secondary Surveillance Radar
STD	Standard Equipment Approved for Installation on Aircraft
STPD	Standard Temperature Pressure Dry

TAWS	Terrain Awareness Warning System
TC	Type Certificate
TCAS	Traffic Alert Collision Avoidance System
TSO	Technical Standard Order
VFR	Visual Flight Rules
VHF	Very High Frequency
VOR	VHF Omni-directional Radio

1.0 OBJECTIVE

The purpose of this checklist is to identify how the Model 680A Latitude aircraft configuration complies with the requirements of RBHA 91 & RBAC 135. This document will identify equipment available for the Model 680A to meet the RBHA 91 & RBAC 135 requirements. This document will be maintained to the latest released amendment of the RBHA 91 & RBAC 135 and will reflect the latest equipment available on the Model 680A.

Information for this report was provided by the following departments:
Avionics
Electrical
Interiors
Structures
Environmental Systems
Icing
Seats – Crashworthiness
Flight Test
Project Engineering
Airworthiness

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Regulation	Regulation Description	Compliance	Remarks
	Subpart A- General		
91.1	**Applicability**	Operator's Responsibility	
91.3	**Responsibility and Authority of the Pilot In Command**	Operator's Responsibility	
91.5	**Requisites for Crew Members**	Operator's Responsibility	
91.7	**Civil Aircraft Airworthiness**	Operator's Responsibility	
91.9	**Requisites for Flight manual, Labels and signs of civil airplanes**		
91.9(a)	Compliance	Operator's Responsibility	
91.9(b)	Flight manual provided	Compliant	Airplane Flight Manual is provided with every airplane. Revisions are provided electronically and as hard copies.
91.9(c)	Identified with part 45	Compliant	Certification Identification plate is fitted near the main cabin door.
91.9(d)	Takeoff or Landing at a heliport constructed over water	Not Applicable	
91.11	**Prohibition of Interference with the Crew Members**	Operator's Responsibility	
91.13	**Careless or Negligent Operation**	Operator's Responsibility	
91.15	**Dropping of Objects**	Operator's Responsibility	
91.17	**Alcohol And Drugs**	Operator's Responsibility	

91.19	**Transportation of Narcotics or Substances that can determine Psychological or Physical Dependency**	Operator's Responsibility	
91.21	**Portable Electronic Devices**	Operator's Responsibility	
91.23	**Clause of Compliance in case of Lease Contracts and Contracts of Conditional Sale**	Operator's Responsibility	
91.25	**Flight Safety. Prohibition of the use of Reports Related with Flight Safety and Aeronautical Accidents Research documents in Lawsuits.**	Operator's Responsibility	
	Subpart B- Flight Rules		
91.101	**Applicability**	Operator's Responsibility	
91.102	**General Rules**	Operator's Responsibility	
91.103	**Pre-flight Action**	Operator's Responsibility	
91.105	**Flight Crewmembers at Station**		
91.105(a)	During Takeoff, landing and while en route.	Operator's Responsibility	
91.105(b)	Each flight crew member during takeoff, landing: Shoulder belt	Operator's Responsibility	
91.107	**Use of Seatbelt, Shoulder**		

	Harness and child restraint systems		
91.107(a)	Unless authorized by the Administrator:	Definition	
91.107(a)(1)	Use of Seatbelt and shoulder belt: takeoff	Operator's Responsibility	Shoulder harnesses are provided for the crew seats and side facing passenger seats. Fore and aft facing passenger seat shoulder harnesses are optional, but not required.
91.107(a)(2)	Use of Seatbelt and Shoulder belt: Passenger Orientation	Operator's Responsibility	Shoulder harnesses are provided for the crew seats and side facing passenger seats. Fore and aft facing passenger seat shoulder harnesses are optional, but not required.
91.107(a)(3)	Seat or Bunk with a safety belt and shoulder belts.	Compliant	Shoulder harnesses are provided for the crew seats and side facing passenger seats. Fore and aft facing passenger seat shoulder harnesses are optional, but not required.
91.107(b)	Unless otherwise stated, this section does not apply to operations conducted according to RBHA 121 & 135.	Statement	
91.109	**Flight Instruction Flight Simulator and Certain Flight Exams**		
91.109(a)	Dual Command	Operator's Responsibility	
91.109(b)	Simulated instrument Flight	Operator's Responsibility	
91.109(c)	Pilot in Command qualification	Operator's Responsibility	
91.111	**Operations Near Other Aircrafts**	Operator's Responsibility	
91.113 - 91.117	**Reserved**		
91.119	**Minimum Altitudes of Safety: General**	Operator's Responsibility	

91.121	**Reserved**		
91.123	**Compliance with ATC Clearances and Instructions**	Operator's Responsibility	
91.125 - 91.135	**Reserved**		
91.137	**Temporary Flight Restriction over areas of Disaster / Risk**	Operator's Responsibility	
91.139	**Reserved**		
91.141	**Flight restrictions in the proximity of the President of the Republic and other Authorities.**	Operator's Responsibility	
91.143	**Flight restrictions in the proximity of rocket launchers and/or space flight operations**	Operator's Responsibility	
91.144	**Temporary restrictions on Flight Operations during abnormally high Barometric Pressure conditions.**	Operator's Responsibility	
91.145	**Information on Potentially Dangerous Conditions**	Operator's Responsibility	
91.147	**Reserved**		
91.149	**Reserved**		
91.151	**Fuel Requirements for VFR flights**	Operator's Responsibility	
91.153 - 91.165	**Reserved**		
91.167	**Fuel Requirements for IFR flights**	Operator's Responsibility	
91.169	**Reserved**		

91.171	**Verification of VOR equipment for VFR flights**	Operator's Responsibility	
91.173	**ATC clearance and Flight Plan required.**	Operator's Responsibility	
91.175 - 91.185	**Reserved**		
91.187	**Operations under IFR in controlled airspace: Malfunction Reports**	Operator's Responsibility	
91.189	**Category II and III Operations: General Operating Rules.**	Operator's Responsibility	Category II approach capability is not available for initial TC and has been deferred to a post TC project.
91.191	**Category II and Category III manual**		
91.191(a)	Category II and Category III operation	Operator's Responsibility/Not Applicable	Category II approach capability is not available for initial TC and has been deferred to a post TC project. Category III operation is not planned.
91.191(b)	Approved manuals	Operator's Responsibility	
91.191(c)	Operating under part 121 or Part 135	Operator's Responsibility	
91.193	**Certificate of approval for certain Category II operations**	Operator's Responsibility	Category II approach capability is not available for initial TC and has been deferred to a post TC project.
	Subpart C- Equipment, Instruments and Certificate Requirements		
91.201	**Reserved**		
91.203	**Civil aircraft: Required Documents**		
91.203(a)	Operating requirements	Operator's Responsibility	

91.203(a)(1)	Certificate of aircraft Registration and Airworthiness Certificate, valid, issued by the Brazilian Aeronautical Registry (RAB)	Operator's responsibility	
91.203(a)(2)	Airplane Flight Manual & Checklist	Compliant	Airplane Flight Manual and Pilot's Checklists are provided with the Aircraft. Revisions are provided electronically and in paper form.
91.203(a)(3)	NSMA 3-5 and 3-7; dispatch by CENEPA	Operator's Responsibility	
91.203(a)(4)	Except for aircraft operated according to RBHA 121 or 135	Operator's Responsibility	
91.203(a)(5)	For aircraft operating according to RBHA 121 or 135, the required documents and manuals by RBHA applicable	Operator's Responsibility	
91.203(b)	Experimental Flight Authorization	Not Applicable	
91.203(c)	Legal Ratification Certificate	Not Applicable	
91.203(d)	Airworthiness Certificate	Not Applicable	The aircraft is not manufactured in Brazil
91.203(e)	Location of Certificates	Operator's Responsibility	
91.203(f)	Fuel tanks in main or baggage compartments	Not Applicable	Aircraft does not have a fuel tank installed in the cabin or baggage compartments.
91.203(g)	Fuel venting as per RHBA 34	Compliant	Aircraft has been certified under 14 CFR Part 34 which is equivalent to ICAO Annex 16, Volume II, Part II.
91.205	**Requisites for Instrument and Equipments, Civil Motorized Aircraft with a valid Airworthiness**		

	Certificate		
91.205(a)	General	Operator's Responsibility	
91.205(b)	Visual-flight rules (day)		
91.205(b)(1)	(1) Airspeed indicator	Compliant	There are two primary sources of airspeed data. The primary airspeed displays are located on the pilot and copilot's PFD's via the Garmin G5000 Avionics System. There is also a fully independent backup source of airspeed data which is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources.
91.205(b)(2)	(2) Altimeter	Compliant	There are two primary sources of altitude data. The primary altitude displays are located on the pilot's and copilot's PFD's via the Garmin G5000 Avionics System. There is also a fully independent backup source of altitude data which is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources.
91.205(b)(3)	(3) Cancelled		
91.205(b)(4)	(4) Magnetic direction indicator	Compliant via ELOS	A magnetic compass is not installed. Certification of electronic standby instruments in lieu of magnetic compass was addressed and found acceptable under the FAA TC project to approve the avionics/electrical equipment. The electronic compass is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources.
91.205(b)(5)	(5) A Tachometer for each engine	Compliant	Engine speed is indicated via the Garmin G5000 Avionics System
91.205(b)(6)	(6) An Oil pressure indicator for each engine using pressure system	Compliant	Oil pressure for each engine is indicated via the Garmin G5000 Avionics System.
91.205(b)(7)	(7) Temp indicator for liquid cooled engine	Not Applicable	

91.205(b)(8)	(8) Oil Temp indicator for air-cooled engines	Compliant	Oil temperature for each engine is indicated via the Garmin G5000 Avionics System.
91.205(b)(9)	(9) A torque indicator and a gas temperature indicator for each engine and turbine	Compliant	Engine indications are displayed via the Garmin G5000 Avionics System.
91.205(b)(10)	(10) A rotor rotation indicator for each main rotor	Not Applicable	
91.205(b)(11)	(11) An inlet pressure indicator for each altitude engine	Not Applicable	
91.205(b)(12)	(12) Fuel Indicators, showing the amount of fuel in each tank	Compliant	Fuel flow, quantity and temperature are all indicated via the Garmin G5000 Avionics System.
91.205(b)(13)	(13) Landing Gear Position Indicator	Compliant	The Landing Gear Position is indicated via the Garmin G5000 Avionics System.
91.205(b)(14)	(14) Approved Floatation devices	Operator's Responsibility	
91.205(b)(15)	(15) Approved safety belts	Compliant	Lap Safety belts provided with each seat in the aircraft.
91.205(b)(16)	(16) Approved shoulder harness	Compliant	Shoulder harnesses are provided for the crew seats and side facing passenger seats. Fore and aft facing passenger seat shoulder harnesses are optional, but not required.
91.205(b)(17)	(17) ELT	Compliant	Artex –A 406 MHz ELT with navigation interface is provided with each aircraft.
91.205(b)(18)	(18) Shoulder harness requirements	Compliant	Shoulder harnesses are provided for the crew seats and side facing passenger seats. Fore and aft facing passenger seat shoulder harnesses are optional, but not required.
91.205(b)(19)	(19) Rotorcraft shoulder harnesses	Not Applicable	
91.205(b)(20)	(20) Portable Fire Extinguisher	Compliant	Halon 1211 fire extinguisher is located in the Crew compartment. At least one fire extinguisher is mounted in the passenger compartment.
91.205(b)(21)	(21) Anchor or drogue	Not Applicable	

91.205(b)(22)	(22) Bilateral radio-communication VHF	Compliant	The Garmin G5000 Avionics System includes dual VHF communication transceivers standard and an optional third VHF transceiver.
91.205(b)(23)	(23) Anti-collision lights	Compliant	One set of LED position and anti-collision lights are located on each wingtip as well as the aft tailcone.
91.205(c)	Visual-flight rules (night)		
91.205(c)(1)	(1) Instruments from part (b) above	Compliant	See (b) above.
91.205(c)(2)	(2) Gyroscopic attitude indicator	Compliant	The Model 680A is equipped with two primary gyro-compassing sources of attitude displayed with a third, fully independent backup attitude display. The primary attitude information is displayed via the Garmin G5000 Avionics System. The backup attitude information is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources.
91.205(c)(3)	(3) Approved Navigation lights	Compliant	One set of LED position and anti-collision lights are located on each wingtip as well as the aft tailcone.
91.205(c)(4)	(4) Anti-collision light system	Compliant	One set of LED position and anti-collision lights are located on each wingtip as well as the aft tailcone.
91.205(c)(5)	(5) Electric landing light	Compliant	The Model 680A is equipped with two independent belly mounted landing lights.
91.205(c)(6)	(6) Electrical energy	Compliant	The Model 680A is equipped with two engine mounted starter generators and one APU starter generator. DC backup power sources are provided by two Transformer Rectifier Units. Engine mounted alternators can be selected as the AC power source for the respective side Transformer Rectifier Unit.
91.205(c)(7)	(7) Spare fuses	Not Applicable	Aircraft has no fuses.
91.205(c)(8)	(8) Portable electric flash light	Compliant	Two flashlights are provided as loose equipment, with the aircraft.
91.205(c)(9)	(9) Radio-navigation equipment	Compliant	Garmin G5000 Avionics System – Dual VHF Nav is standard. Both standard GIA 63W units include integrated VHF Nav modules that provide VOR, LOC and GS. Marker beacon

			functionality is provided via the dual GMA 36 Audio Processors.
91.205(d)	Instrument flight rules		
91.205(d)(1)	(1) Instruments from part (b) and (c) above	Compliant	See (b) and (c) above.
91.205(d)(2)	(2) Two-way radio communication system	Compliant	The Garmin G5000 Avionics System includes dual VHF communication transceivers standard and an optional third VHF transceiver..
91.205(d)(3)	(3) Gyroscopic Curve Indicator.(Rate of turn indicator)	Compliant	The Garmin G5000 Avionics System includes as standard equipment dual gyro-compassing Attitude Heading Reference Systems (AHRS). Rate of turn is displayed on each PFD heading indicator.
91.205(d)(4)	(4) Slip-skid indicator	Compliant	Dual slip-skid indications are standard. Slip-skid is displayed on each PFD bank pointer and on the standby flight display.
91.205(d)(5)	(5) Altimeter for barometric pressure	Compliant	Dual primary baro-altimeters are standard. The altimeter display is located to the right of the attitude sphere on each PFD display. An additional backup baro-altimeter is also installed and is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources.
91.205(d)(6)	(6) Pitot Heating System	Compliant	Pitot heat is provided for both primary pitot tubes and for the standby tube. Two switches are provided to activate the pitot heating system, each having its own circuit. A pitot anti-icing system is installed on the aircraft. Static port heaters are powered with the same circuit as the pitot tube heaters.
91.205(d)(7)	(7) Digital clock for each Pilot	Compliant	Time is displayed on each PFD in the Garmin G5000 Avionics System. The time is displayed in hours, minutes and seconds.
91.205(d)(8)	(8) Generator	Compliant	Aircraft is compliant with 23.1351(a)(c) and 23.1309(c).
91.205(d)(9)	(9) Pitch and bank indicator	Compliant	The Garmin G5000 Avionics System includes as standard equipment dual gyro-compassing Attitude Heading Reference Systems (AHRS) which provide pitch and bank information on the pilot and copilot PFD's. An additional backup attitude source is also installed and is normally displayed on the standby flight

			display but can also be displayed on the PFD's in the event of a failure of both primary sources.
91.205(d)(10)	(10) Gyroscopic direction indicator	Compliant	The Garmin G5000 Avionics System includes as standard equipment dual gyro-compassing Attitude Heading Reference Systems (AHRS) which provide heading information on the pilot and copilot PFD's. An additional backup heading source is also installed and is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources..
91.205(d)(11)	(11) Vertical speed indicator	Compliant	Primary vertical speed is calculated and displayed via Garmin G5000 Avionics System for the Pilot and Co-Pilot as part of the standard aircraft configuration.
91.205(e)	Flight at and above 24,000 ft	Compliant	The Model 680A is equipped with two DME receivers viewable at each crewmember's station.
91.205(f)	Category II operations	Non compliant	Category II approach capability is not available for initial TC and has been deferred to a post TC project.
91.205(g)	Category III operations	Not Applicable	
91.205(h)	Exclusions: Paragraph (f) and (g) of the section do not apply to operations conducted by a certificate holder issued under the RBHA 121 or 135	Not Applicable	
91.207	**Emergency locator transmitters.**		
91.207(a)	Emergency Locator Transmitters	Compliant	Artex –A 406 MHz ELT with navigation interface is provided with each aircraft.
91.207(a)(1)	Attached to the airplane an approved automatic type ELT…	Compliant	Artex –A 406 MHz ELT with navigation interface is provided with each aircraft.
91.207(a)(2)	An approved Automatic type ELT should be attached to	Compliant	Artex –A 406 MHz ELT with navigation interface is provided with each aircraft.

	the airplane.		
91.207(b)	ELT installation ELT must be attached to the aircraft to ensure minimum probability of damage in a crash. Must be fixed as far aft as practicable.	Compliant	The installed ELT meets this requirement.
91.207(c)	ELT batteries	Operator's Responsibility	
91.207(d)	ELT Inspections	Operator's Responsibility	
91.207(e)	ELT exceptions	Operator's Responsibility	
91.207(f)	ELT exceptions	Operator's Responsibility	
91.207(g)	ELT Portable	Operator's Responsibility	
91.207(h)	ELT Compliance	Operator's Responsibility	
91.207(i)	ELT Frequency- 121.5 and 406 MHz	Compliant	Artex –A 406 MHz ELT with navigation interface is provided with each aircraft and meets this requirement.
91.209	**Aircraft Lights**	Operator's Responsibility	
91.211	**Supplemental Oxygen**		
91.211(a)	General		.
91.211(a)(1)(2)	(1)(2) Crew requirements	Compliant	Quick donning EROS Oxygen Masks are provided for the crew. The 77 cubic foot standard oxygen system meets this requirement. A larger, 115 cubic foot, oxygen system is optional.
91.211(a)(3)	(3) All occupant requirements	Compliant	Quick donning EROS Oxygen Masks are provided for the crew. The standard oxygen drop box configuration contains 10 masks

			for 9 passengers. The 77 cubic foot standard oxygen system meets this requirement. A larger, 115 cubic foot, oxygen system is optional
91.211(b)	Pressurized Cabin		
91.211(b)(1)	(1) Pressurized cabin	Compliant	Quick donning EROS Oxygen Masks are provided for the crew. The crew masks are capable of continuous flow. The standard oxygen drop box configuration contains 10 masks for 9 passengers. The 77 cubic foot standard oxygen system meets this requirement. A larger, 115 cubic foot, oxygen system is optional.
91.211(b)(2)	(2) Crew member away from station	Operator's Responsibility	
91.213	**Non Operating Instruments and Equipment**		
91.213(a)	List of minimum equipment and instruments required for operation	Compliant	FAA has issued an MMEL for this aircraft.
91.213(b)	Equipment, not in MEL	Operator's Responsibility	FAA has issued an MMEL for this aircraft.
91.213(c)	Authorized use of approved MEL	Operator's Responsibility	
91.213(d)	MEL takeoff requirements		
91.213(d)(1)	(1) Rotorcraft	Not Applicable	
91.213(d)(2)	(2) Inoperative equipment requirements	Operator's Responsibility	
91.213(d)(3)	(3) Inoperative equipment maintenance	Operator's Responsibility	
91.213(d)(4)	(4) Pilot determination	Operator's Responsibility	
91.213(e)	Special flight permits	Operator's	

		Responsibility	
91.215	**ATC transponder and altitude reporting equipment and use**		
91.215(a)	All airspace: Brazilian registered civil aircraft	Compliant	Dual transponders (Mode A, C, S) are standard having encoding that meets the requirement. The dual Garmin GTX 3000 transponders provide the function. ADS-B Out functionality is also installed per AC 20-165.
91.215(b)	All airspace	Compliant	Dual transponders (Mode A, C, S) are standard having encoding that meets the requirement. The dual Garmin GTX 3000 transponders provide the function. ADS-B Out functionality is also also installed per AC 20-165.
91.215(c)	Transponder – operations	Operator's Responsibility	
91.215(d)	ATC authorized deviations	Operator's Responsibility	
91.215(e)	Exception	Operator's Responsibility	
91.217	**Information Exchange between the Automatic Altitude Transmitter and the Pilot's altitude reference system (Altimeter)**		
91.217(a)	Deactivation	Operator's Responsibility	
91.217(b)	Testing	Compliant	The air data system includes static source error correction and is tested to transmit the calibrated altitude data
91.217(c)	Standards	Compliant	The Model 680A uses a digital air data computer with static source error correction. The air data is provided to the altitude

			reporting system directly from the digital air data system.
91.219	**Altitude alerting system or device: Turbojet-powered civil airplanes**		
91.219(a)	Operating requirements	Compliant	The Model 680A is compliant to this requirement. Altitude visual/aural alerting is standard and meets the requirement. The Garmin GMC 7200 Mode Controller is used to adjust selected altitude
91.219(b)	Requirements	Compliant	The Model 680A is compliant to this requirement. Altitude visual/aural alerting is standard and meets the requirement. The Garmin GMC 7200 Mode Controller is used to adjust selected altitude
91.219(c)	Procedures	Operator's Responsibility	
91.219(d)	Exception	Operator's Responsibility	The operator is responsible for determining if these exceptions apply in case the altitude alerting system is inoperative.
91.221	**Onboard System of Collision Prevention (Airborne Collision Avoidance System-ACAS), Equipment and Usage**		
91.221(a)	All airspace: Brazilian registered civil aircraft	Compliant	A Garmin GTS 8000 TCAS II (change 7.1) system is standard, providing traffic advisories and resolution advisories.
91.221(b)	Operation required	Operator's Responsibility	
91.221(c)	RVSM Airspace - TCAS II	Compliant	A Garmin GTS 8000 TCAS II (change 7.1) system is standard, providing traffic advisories and resolution advisories.
91.221 (d)	TCAS II- more than 30 seats	Not Applicable	
91.221 (e)	TCAS II- more than 19 seats	Not Applicable	
91.223	**Ground Proximity Warning System (EGPWS)**		

91.223(a)	Manufactured after December 31, 2003- International Routes	Compliant	The Garmin G5000 Avionics system includes a Class A Terrain Awareness Warning System (TAWS) system.
91.223(b)	Manufactured on or before January 1, 2004	Not Applicable	
91.223(c)	Airplane Flight Manual	Compliant	The Airplane Flight Manual for the aircraft provides the operating procedure for the TAWS equipment.
91.223(d)	Exceptions	Not Applicable	
91.223(e)	Manufactured after December 31, 2003- Brazilian Routes	Compliant	The Garmin G5000 Avionics system includes a Class A Terrain Awareness Warning System (TAWS) system.
91.225	**Onboard Electronic Equipment Requisites**	Operator's Responsibility	
	Subpart D- Maintenance, Preventative Maintenance and Alterations		
91.301	**Reserved**		
91.303	**Acrobatic Flights**	Not Applicable	
91.305	**Areas of Flight Testing**	Operator's Responsibility	
91.307	**Parachute And Parachuting**	Not Applicable	
91.309	**Towing Gliders**	Not Applicable	
91.311	**Towing System other than Glider**	Not Applicable	
91.313	**Civil Aircrafts Restricted Category, Operational Limitation**	Operator's Responsibility	
91.315	**Limited Category Civil Aircrafts: Operational Limitations**	Operator's Responsibility	
91.317	**Provisionally certified Civil**	Not Applicable	Applicable to aircraft delivered with a provisional Type

	Aircrafts:		Certificate.
91.319	**Civil Aircraft with Experimental Flight Authorization Certificate: Operational Limitations**	Not Applicable	Applicable to aircraft delivered with a experimental Type Certificate.
91.321	**Civil Aircraft with Certification of Flight Authorization: Operational Limitations**	Not Applicable	
91.323	**Primary Category Aircraft: Operational Limitations**	Not Applicable	
91.325	**Helicopters Operation in Eventual Landing Area**	Not Applicable	
91.327	**Helicopter Operations in places not approved or registered**	Not Applicable	
91.329 - 91.333	**Reserved**		
	Subpart E- Maintenance, Preventative Maintenance, Alterations And Repairs		
91.401	**Applicability**		
91.403	**General**		
91.403(a)	Preservation of Airworthy condition of the aircraft and fulfillment of RBHA 39, subparagraph 39.13(b)(1)	Operator's Responsibility	
91.403(b)	Executing Maintenance, Preventive Maintenance, Repairs or Modification	Operator's Responsibility	
91.403(c)	Manufacturer's Maintenance Manual or Instructions for Continued Airworthiness	Operator's Responsibility	

	possessing an Airworthiness Limitation Section		
91.403(d)	Presenting to the DAC Adequate Airworthiness Condition report for the last 3 years.	Operator's Responsibility	
91.403(e)	Declaration of Inspection – Annual Maintenance	Operator's Responsibility	
91.403(f)	Report on Condition and Airworthiness Checklist	Operator's Responsibility	
91.403(g)	Special or Initial Technical Inspection	Not Applicable	
91.403(h)	Procedures for RCA processing are established by Civil Aviation Instructions	Not Applicable	
91.403(i)	Certifying an AMI	Not Applicable	
91.405	**Required Maintenance**	Operator's Responsibility	
91.407	**Operation after Maintenance, Preventive Maintenance, Recondition, Repairs or Alterations**	Operator's Responsibility	
91.409	**Inspections**		
91.409(a)	Operational requirements	Operator's Responsibility	
91.409(b)	Maintenance schedule	Operator's Responsibility	
91.409(c)	Exceptions	Operator's Responsibility	
91.409(d)	Progressive inspection	Operator's Responsibility	
91.409(e)	Large airplanes	Operator's	

		Responsibility	
91.409(f)	Selection of inspection	Operator's Responsibility	
91.409(g)	Inspection program	Operator's Responsibility	
91.409(h)	Changes in inspection programs	Operator's Responsibility	
91.409(i)	Maintenance schedule	Operator's Responsibility	
91.409(j)	Exceptions for maintenance	Operator's Responsibility	
91.410	**Special Maintenance Program Requirements**		
91.410(a)	Limitations on Number of Cycles	Not Applicable	
91.410(b)	Instructions for Maintenance and Inspection of Fuel Tank System	Operator's Responsibility	
91.411	**Test Equipment and Altimeter System Inspections and Automatic Altitude Information Equipment (Mode C)**		
91.411(a)	Operational requirements	Operator's Responsibility	
91.411(b)	Testing	Operator's Responsibility	
91.411(c)	Approval	Operator's Responsibility	
91.411(d)	Altitude restraints	Operator's Responsibility	
91.413	**Transponders and**		

	inspections		
91.413(a)	Operational requirements	Operator's Responsibility	
91.413(b)	Tests and Inspection	Operator's Responsibility	
91.415	**Changes in Aircraft Inspection Programs**	Operator's Responsibility	
91.417	**Maintenance Registration**	Operator's Responsibility	
91.419	**Transfer of Maintenance Records**		
91.419(a)	Records specified in 91.417(a)(2)	Compliant	Maintenance Records are transferred to the owner at the time of delivery.
91.419(b)	Records specified in 91.417(a)(1) that are not included in the records requested by paragraph (a) of this section	Operator's Responsibility	
91.421	**Maintenance Records after Engine Rebuilding**	Operator's Responsibility	
91.423	**Aircraft Weight and Balance**	Operator's Responsibility	
	Subpart F- Large and Turbine Powered Multi-engine Airplanes and Fractional Ownership Program Aircraft		
91.501	**Applicability**	Operator's Responsibility	
91.503	**Flight Equipment and Operational Information**		
91.503(a)	Pilot accessibility	Compliant	

91.503(a)(1)	A flashlight having at least 2 size “D” cells or equivalent that is in good working condition.	Compliant	Two flashlights with size “D” cells are provided as loose equipment in each aircraft.
91.503(a)(2)	A cockpit checklist containing procedures required by paragraph (b) of this section	Compliant	Cockpit checklists (Normal and Emergency/Abnormal) in paper form are provided with the aircraft.
91.503(a)(3)	Pertinent Aeronautical charts	Operator’s Responsibility	Electronic charts are provided with the aircraft and can be displayed on the PFDs and MFD.
91.503(a)(4)	Night VFR procedures	Operator’s Responsibility	
91.503(a)(5)	Performance data for single engine operation	Operator’s Responsibility	Reference AFM.
91.503(a)(6)	Airplane flight manual	Compliant	Airplane is provided with FAA approved Airplane Flight Manual.
91.503(b)	Cockpit checklists	Compliant	Paper form cockpit checklists containing the Normal and Emergency/Abnormal procedures are provided with the aircraft.
91.503(c)	Emergency checklists	Compliant	Emergency/Abnormal checklists are provided with the aircraft.
91.503(d)	Pilot use	Operator’s Responsibility	
91.505	**Familiarity with Operating Limitations and Emergency Equipment**	Operator’s Responsibility	
91.507	**Equipment requisites VFR night Operations**	Compliant	See 91.205.
91.509	**Water survival Operational Equipment**		
91.509(a)	Requirements	Compliant	Life jackets are provided outboard and aft of each crew seat, and under each cabin seat..
91.509(b)	Floatation equipment	Operator’s Responsibility	ANAC requires Brazilian Operators to have a floatation Raft on-board the aircraft.
91.509(d)	Survival Kits with Life Rafts	Operator’s	ANAC requires Brazilian Operators to have a floatation Raft on-

	(Survival Kits with Life Rafts)	Responsibility	board the aircraft.
91.509(e)	Definitions	Operator's Responsibility	
91.511	**Radio equipment for Water operations**		
91.511(a)	Operational requirements	Compliant	Dual VHF communication radios are standard with a third VHF transceiver optional. Single or dual Honeywell KHF-1050 High Frequency Comms are available as an option to support long range communication. Dual, integrated Flight Management Systems (FMS) with GPS/WAAS/EGNOS to provide long-range navigation are standard.
91.511(b)	Radio Independence	Compliant	Communication radio systems and navigation systems function independently and are tuned/controlled via multiple paths. Although each Garmin GIA 63W host a VHF Com radio module and in a VHF Nav radio module, the two modules are functionally independent including the power source. Each communication system functions independently of the other communication systems. Each navigation system functions independently of the other navigation systems (aside from signal-in-space limitations).
91.511(c)	Repairs	Operator's Responsibility	
91.511(d)	VHF and HF communications	Compliant	The Garmin G5000 Avionics System dual VHF communication transceivers are standard with a third VHF transceiver optional. Single and dual HF systems are optional.
91.511(e)	Definition		
91.513	**Emergency equipment**		
91.513(a)	Operational requirements	Operator's Responsibility	
91.513(b)	Equipment	Operator's Responsibility	
91.513(c)	Fire extinguishers	Compliant	Halon 1211 fire extinguisher is located in the Crew

			compartment. At least one fire extinguisher is mounted in the passenger compartment.
91.513(d)	First aid kits	Compliant	FAA certified First Aid kit is provided with the aircraft.
91.513(e)	Crash axe for more than 19 pax	Not Applicable	
91.513(f)	Megaphones	Not Applicable	
91.515	**Reserved**		
91.517	**Passenger information**		
91.517(a)	Visible signs	Compliant	Wherever required and necessary, bi-lingual Markings and Placards are provided on each aircraft.
91.517(b)	Pilot responsibility	Operator's Responsibility	
91.517(c)	No smoking	Operator's Responsibility	
91.517(d)	Fasten seat belts	Operator's Responsibility	
91.517(e)	Passenger compliance	Operator's Responsibility	
91.519	**Passenger Briefing**		
91.519(a)	Briefing	Operator's Responsibility	
91.519(b)	Pilot responsibility	Operator's Responsibility	
91.519(c)	Briefing cards	Operator's Responsibility	
91.521	**Shoulder harness**		
91.521(a)	Operational requirements	Compliant	Shoulder harnesses are provided for the crew seats and side facing passenger seats. Fore and aft facing passenger seat shoulder harnesses are optional, but not required.
91.521(b)	Flight attendant seats	Not Applicable	
91.523	**Hand Baggage**	Not Applicable	
91.525	**Carriage of Cargo**		

91.525(a)	Cargo requirements	Operator's Responsibility	
91.525(b)	Cargo compartments	Not Applicable	
91.527	**Operating in icing conditions**		
91.527(a)	Takeoff requirements	Operator's Responsibility	
91.527(b)	De-icing equipment	Compliant	The aircraft is equipped and certified to fly in known icing conditions. Anti-ice protection systems are standard.
91.527(c)	Forecast icing conditions	Operator's Responsibility	
91.527(d)	Changed weather forecast	Operator's Responsibility	
91.529	**Flight Engineer requirements**	Not Applicable	
91.531	**Second in command requirements**	Operator's Responsibility	
91.531(a)	Operational requirements	Operator's Responsibility	
91.531(b)	One pilot station	Not Applicable	The Model 680A has two pilot stations.
91.531(c)	Second in command requirements	Operator's Responsibility	
91.533	**Flight attendant requirements**	Not Applicable	
91.535	**Galley equipment securing.**	Operator's Responsibility	
91.537	**RVSM operation**	Compliant	The Model 680A (Latitude) is RVSM approved.
	Subpart G- Additional Equipment and Operating Requirements for Large and Transport Category Aircraft		
91.601	**Applicability**		

91.603	**Aural speed warning device**	Compliant	The Garmin G5000 Avionics system provides aural speed warning.
91.605	**Transport category civil airplane weight limitations**		
91.605(a)	Any transport category	Operator's Responsibility	The MTOW of the Model 680A is 30,800 lbs.
91.605(b)	Certificated after September 30, 1958	Operator's Responsibility	The MTOW of the Model 680A is 30,800 lbs.
91.605(c)	Certificated after August 29, 1959	Operator's Responsibility	The MTOW of the Model 680A is 30,800 lbs.
91.607	**Emergency exits for airplanes carrying passengers for hire**	Operator's Responsibility	The Model 680A is equipped with emergency exits. The operator must ensure compliance if utilizing the Model 680A for hire.
91.609	**Flight recorders and cockpit voice recorders**		
91.609(a)	Operational requirements	Operator's Responsibility	
91.609(b)	Maintenance	Operator's Responsibility	
91.609(c)	Recording requirements	Compliant	The Model 680A has an L3 Communications Flight Data Recorder as optional equipment.
91.609(d)	Recording operations	Compliant	The Model 680A has an L3 Communications Flight Data Recorder as optional equipment.
91.609(e)	Cockpit voice recorders	Compliant	The Model 680A has an L3 Communications Cockpit Voice Recorder as standard equipment.
91.609(f)	CVR recording requirements	Compliant	The Model 680A has an L3 Communications Cockpit Voice Recorder as standard equipment.
91.609(g)	Recording retention	Compliant	The Model 680A has an L3 Communications Cockpit Voice Recorder as standard equipment.
91.609(h)	Brazilian Certification after February 1, 1995	Compliant	The Model 680A has an L3 Communications Cockpit Voice Recorder as standard equipment.
91.611	**Authorization for ferry**	Operator's	

	flight with one engine inoperative	Responsibility	
91.613	**Materials for compartment interiors**	Compliant	
	Subpart H – Operational rules for Person on board		
91.701	**Applicability**	Operator's Responsibility	
91.702	**People on board**	Operator's Responsibility	
91.703	**Aircraft operating outside Brazil**	Operator's Responsibility	
91.705	**MNPS operations**	Operator's Responsibility	The Model 680A is capable of MNPS operation. Reference FMS Navigation Operational Capabilities section of the AFM.
91.706	**RVSM operations**	Operator's Responsibility	The Model 680A is capable of RVSM operation. Reference the AFM for additional RVSM information.
91.707 and 91.709	**Reserved**	Not Applicable	
91.711	**Foreign registered aircraft operations in Brazil**	Operator's Responsibility	
91.713	**Reserved**	Not Applicable	
91.715	**Foreign Civil Aircraft. Overflight Authorization**	Operator's Responsibility	
	Subpart I – Operational Rules for Noise		
91.801	**Applicability**	Not Applicable	
91.803	**Regulation Basis**	Not Applicable	
91.805	**Operational Limitations: Subsonic Aircraft**	Not Applicable	
91.807	**Operating Limitations: Propeller planes and helicopters.**	Not Applicable	

91.809 -91.813	**Reserved**	Not Applicable	
91.815	**Agricultural and Fire Flighting Aircraft Limitations**	Not Applicable	
91.817	**Sonic Boom of Civil Aircraft**	Not Applicable	Aircraft Max Speed is less than Mach 1.
	Subpart J – Special Concessions		
91.901	**Reserved**		
91.903	**Philosophy and Procedures**	Operator's Responsibility	
91.905	**List of Subject Rules that can grant Special Concessions**	Operator's Responsibility	
	Subpart K – Public Safety And/or Civil Defence Air Operations.		
91.951	**Applicability**	Operator's Responsibility	
91.953	**Concept**	Operator's Responsibility	
91.955	**Authorized Aircrafts**	Operator's Responsibility	
91.957	**Crew Members**	Operator's Responsibility	
91.959	**License, Training and Proficiency**	Operator's Responsibility	
91.961	**Special Operational Conditions**	Operator's Responsibility	
91.963	**Authorities Responsible for Public Safety And/or Civil Defence**	Operator's Responsibility	

91.965	**Aircraft Maintenance**	Operator's Responsibility	
Appendix A	**Category II Operations: Manual, Instruments, Equipment, and Maintenance**	Operator's Responsibility	Category II approach capability is not available for initial TC and has been deferred to a post TC project.
Appendix B	**Authorization to Exceed Mach 1**	Not Applicable	
Appendix C	**Airspace over the North Atlantic known as "NAT-MNPS"**	Compliant	NAT-MNPS. Reference FMS Navigation Operational Capabilities section of the AFM.
Appendix D	**Reserved**		
Appendix E	**FDR specifications for aircraft**	Not Applicable	With maximum passenger seating of 9, a FDR is not required. FDR is available as an option.
Appendix F	**FDR specifications for helicopters**	Not Applicable	
Appendix G	**Airspace operation with Reduced Vertical Separation Minimum (RVSM) Airspace**	Compliant	The Model 680A (Latitude) is RVSM approved.
	General		
135.21	**Manual requirements**		
135.21(a)	Requirements	Operator's Responsibility	
135.21(b)	Revisions	Operator's Responsibility	
135.21(c)	Copies of manual	Operator's Responsibility	
135.21(d)	Maintenance personnel	Operator's Responsibility	
135.21(e)	Employees of certificate	Operator's	

	holder	Responsibility	
135.21(f)	Flight personnel	Operator's Responsibility	
135.21(g)	Carriage of manual on board the aircraft	Operator's Responsibility	
135.21(h)	English Language	Operator's Responsibility	
	Flight Operations		
135.75	**Inspectors credentials: Admission to pilots' compartment: Forward observer's seat**		
135.75(a)	Admission to pilot's compartment	Operator's Responsibility	
135.75(b)	Observer's seat	Not Applicable	
135.75(c)	Criteria for occupying Observer's seat	Operator's Responsibility	
135.75(d)	Restriction	Operator's Responsibility	
135.77	**Responsibility for operational control**	Operator's Responsibility	
135.79	**Flight Locating Requirements**	Operator's Responsibility	
135.80	**Information about emergency and survival equipment**	Operator's Responsibility	
135.81	**Informing personnel of operational information and appropriate changes**	Operator's Responsibility	
135.83	**Operating information required**		
135.83(a)	Requirements	Compliant	

135.83(b)	Cockpit checklists	Compliant	Cockpit checklists (Normal and Emergency/Abnormal) in paper form are provided with the aircraft.
135.83(c)	Emergency checklists	Compliant	Emergency/Abnormal checklist providing the procedures provided with each aircraft.
135.85	**Carriage of persons without compliance with the passenger-carrying provisions of this part.**	Operator's Responsibility	
135.87	**Carriage of Cargo including carry-on baggage**		
135.87(a)	Carried in an approved cargo rack, bin or compartment	Operator's Responsibility	
135.87(b)	Secured by an approved means	Operator's Responsibility	
135.87(c)	Carried in accordance with	Operator's Responsibility	
135.87(d)	Means to prevent articles of baggage stowed under seats from sliding under crash impact	Operator's Responsibility	
135.87(e)	Cargo compartment requiring physical entry by a crew member	Not Applicable	
135.89	**Pilot Requirements- Use of Oxygen**		
135.89(a)	Unpressurized Aircraft	Not Applicable	
135.89(b)	Pressurized Aircraft		
135.89(b)(1)	(1) Crew requirements above 10,000 feet (MSL)	Compliant	Quick donning EROS Oxygen Masks are provided for the crew. The 77 cubic foot standard oxygen system meets this requirement. A larger, 115 cubic foot, oxygen system is

			optional.
135.89(b)(2)	(2) Crew requirements above 35,000 feet (MSL)	Compliant	Quick donning EROS Oxygen Masks are provided for the crew. The crew masks are capable of continuous flow. The 77 cubic foot standard oxygen system meets this requirement. A larger, 115 cubic foot, oxygen system is optional.
135.89(b)(3)	(3) Crew oxygen usage above 35,000 feet (MSL)	Operator's Responsibility	
135.89(b)(4)	(4) Crew member away from station above 25,000 feet (MSL)	Operator's Responsibility	
135.91	**Oxygen for Medical use by Passenger**		
135.91(a)	Equipment	Operator's Responsibility	
135.91(b)	No smoking	Operator's Responsibility	
135.91(c)	Operation	Operator's Responsibility	
135.91(d)	Exception	Operator's Responsibility	
135.91(e)	Deviation	Operator's Responsibility	
135.93	**Autopilot: Minimum altitudes for use**		
135.93(a)	Usage requirements	Operator's Responsibility	Refer to AFM.
135.93(b)	Non-ILS approach	Operator's Responsibility	Refer to AFM.
135.93(c)	ILS approach	Operator's Responsibility	Refer to AFM.
135.93(d)	Operation specifications touchdown	Operator's Responsibility	Refer to AFM.

135.93(e)	Operation specifications takeoff	Operator's Responsibility	Refer to AFM.
1635.93(f)	Exception	Operator's Responsibility	Refer to AFM.
135.111	**Second in Command required in Category II operations.**	Not Applicable	Category II approach capability is not available for initial TC and has been deferred to a post TC project.
135.113	**Passenger occupancy of pilot seat**	Operator's Responsibility	
135.127	**Passenger information requirements and smoking prohibitions.**		
135.127(a)	Placard requirements	Operator's Responsibility	"No Smoking" placards and markings, wherever required, are provided inside each aircraft.
135.127(b)	Exceptions	Operator's Responsibility	
135.127(c)	Lavatories	Operator's Responsibility	
135.127(d)	Smoke detectors	Not Applicable	
135.127(e)	Tampering with smoke detectors	Not Applicable	
135.127(f)	No smoking requirements	Not Applicable	
135.128	**Use of safety belts and child restraint systems.**		
135.128(a)	Requirements	Compliant	Crew seats and side facing passenger seats are provided with a seat belt and shoulder harness. Fore and aft facing passenger seat shoulder harnesses are optional, but not required.
135.128(b)	Child requirements	Operator's Responsibility	
135.129	**Exit seating**		
135.129(a)	Applicability	Operator's Responsibility	

135.129(b)	Requirements	Operator's Responsibility	
135.129(c)	Passenger Instruction	Operator's Responsibility	
135.129(d)	Passenger requirements	Operator's Responsibility	
135.129(e)	Passenger information cards	Operator's Responsibility	
135.129(f)	Inspection	Operator's Responsibility	
135.129(g)	Taxi operation	Operator's Responsibility	
135.129(h)	Passenger Briefing cards	Operator's Responsibility	
135.129(i)	Exception	Not Applicable	
135.129(j)	Reserved		
135.129(k)	Non exit seat	Operator's Responsibility	
135.129(l)	Passenger exception	Not Applicable	
135.129(m)	Denial of transportation	Not Applicable	
135.129(n)	Compliance	Operator's Responsibility	
135.129(o)	Assigning seats	Operator's Responsibility	
135.129(p)	Approved Procedures	Operator's Responsibility	
	Aircraft and Equipment		
135.141	**Applicability**		
135.143	**General Requirements**		
135.143(a)	Equipment Requirements	Compliant	The aircraft equipments are certified to meet FAA requirements and meet the applicable RBHA regulations.
135.143(b)	Required instruments	Compliant	The aircraft equipments are certified to meet FAA requirements

			and meet the applicable RBHA regulations.
135.143(c)	ATC transponder equipment	Compliant	The G5000 Avionics System includes dual GTX 3000 Mode S diversity transponders with ADS-B Out capability as standard equipment. The transponders are manufactured with TSO C112 authorization.
135.144	**Portable electronic devices**	Operator's Responsibility	
135.145	**Operational Evaluation flights**	Operator's Responsibility	
135.147	**Dual controls required**	Compliant	Dual controls (Pilot & Co-Pilot) provided on each aircraft.
135.149	**Equipment requirements: General**		
135.149(a)	Altimeter for barometric pressure	Compliant	Dual primary baro-altimeters are standard. The altimeter display is located to the right of the attitude sphere on each PFD display. An additional backup baro-altimeter is also installed and is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources. Barometric pressure settings are made by the crew via the display controllers located adjacent to each PFD.
135.149(b)	Carburetor requirements	Not Applicable	
135.149(c)	A third indicator – Artificial Horizon as per RBHA 121.305(j)	Compliant	Standard equipment includes the L-3 GH-3900 Standby Flight Display.
135.149(d)	Reserved	Not Applicable	
135.149(e)	Administrator requirements	Operator's Responsibility	
135.150	**Public Address and crew member interphone systems**	Not Applicable	Passenger seating configured for less than 19.
135.151	**Cockpit voice recorders**		
135.151(a)	Operating requirements	Compliant	An L-3 Communications FA-2100 CVR is provided in the aircraft as standard equipment.

135.151(b)	Seating configuration- 20 or more	Not Applicable	
135.151(c)	Retention of records	Operator's Responsibility	
135.151(d)	Recording requirements	Compliant	An L-3 Communications FA-2100 CVR is provided in the aircraft as standard equipment. Installation includes the recording of boom and mask audio.
135.151(e)	Erasure requirements	Compliant	An L-3 Communications FA-2100 CVR is provided in the aircraft as standard equipment.
135.151(f)	Seating configuration- 10 or more	Not Applicable	
135.152	**Flight recorders**		
135.152(a)	Requirements	Not Applicable	With maximum passenger seating of 9, a FDR is not required. FDR is available as an option.
135.152(b)	Seating Configuration-20 to 30	Not Applicable	
135.152(c)	Operating requirements	Not Applicable	
135.152(d)	Erasure requirements	Not Applicable	
135.152(e)	Retention of records	Not Applicable	
135.152(f)	Manufactured before August 18, 2000	Not Applicable	
135.152(g)	Underwater location	Not Applicable	
135.152(h)	Operational Parameters	Not Applicable	
135.152(i)	Seating Configuration-10 to 30	Not Applicable	
135.152(j)	Manufactured after August 18, 1997	Not Applicable	
135.152(k)	Exception	Not Applicable	
135.153	**Ground Proximity Warning System**		
135.153(a)	Turbine-powered manufactured after April 20,	Not Appicable	

	1996 and having Passenger seat configuration of 10 or more		
135.153(b)	Reserved		
135.153(c)	Flight Manual	Compliant	The Airplane Flight Manual for the aircraft provides the operating procedure for the TAWS equipment.
135.153(d)	Deactivation	Operator's Responsibility	
135.153(e)	Deactivation record	Operator's Responsibility	
135.153(f)	Validity	Not Applicable	
135.154	**Terrain awareness and warning system.**		
135.154(a)	Turbine-powered manufactured after December 31, 2003	Compliant	The G5000 system includes a Class A Terrain Awareness Warning System (TAWS) system.
135.154(a)(1)	And having Passenger seat configuration of 10 or more	Not Applicable	
135.154(a)(2)	And having Passenger seating configuration of between 6 and 9	Compliant	The G5000 system includes a Class A Terrain Awareness Warning System (TAWS) system.
135.154(b)	Airplane manufactured on or before January 1, 2004	Not Applicable	
135.154(c)	Airplane Flight Manual	Compliant	The Airplane Flight Manual for the aircraft provides the operating procedure for the TAWS equipment.
135.155	**Fire extinguishers: Passenger-carrying aircraft**		
135.155(a)	Type and quantity	Compliant	One fire extinguisher is installed on the R/H cockpit divider immediately behind and outboard of the co-Pilot Crew Seat . The fire extinguisher uses Halon type 1211, or equivalent, and has a minimum UL rating of 5B:C. One fire extinguisher is

			installed in a convenient location in the passenger compartment (storage location varies dependent on interior configuration). The fire extinguisher uses Halon type 1211, or equivalent, and has a minimum UL rating of 5B:C.
135.155(b)	Flight deck	Compliant	One fire extinguisher is installed on the R/H cockpit divider immediately behind and outboard of the co-Pilot Crew Seat. The fire extinguisher uses Halon type 1211, or equivalent, and has a minimum UL rating of 5B:C.
135.155(c)	Passenger compartment	Compliant	One fire extinguisher is installed in a convenient location in the passenger compartment (storage location varies dependent on interior configuration). The fire extinguisher uses Halon type 1211, or equivalent, and has a minimum UL rating of 5B:C.
135.157	**Oxygen equipment requirements**		
135.157(a)	Unpressurized aircraft	Not Applicable	
135.157(b)	Pressurized aircraft	Compliant	The 77-cubic foot standard oxygen system meets this requirement. A larger 115-cubic foot bottle is optional.
135.157(c)	Equipment requirements		
135.157(c)(1)(2)	(1)(2) Determination of oxygen delivery	Compliant	An oxygen bottle pressure gauge is shown on the MFD to allow the pilot to determine the oxygen quantity. The pilot's oxygen masks can be tested to determine if they are providing oxygen. Oxygen pressure is used to deploy the passenger mask indicating the availability of oxygen to the mask once deployed. Once activated, each passenger oxygen mask has a flow indicator to indicate the oxygen is being received.
135.157(c)(3)	(3) Crew oxygen requirements above 25,000 feet (MSL)	Compliant	The pilot's oxygen masks have a 100% setting that provides undiluted oxygen.
135.158	**Pitot heat indication systems**		
135.158(a)	Operating requirements	Compliant	Pitot heat indication system compliant with RBHA 25.1326 is installed on the aircraft.

135.159	**Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions**		
135.159(a)	Gyroscopic rate-of-turn indicator	Compliant	The Model 680A is equipped with two primary sources of attitude and heading and a third, fully independent backup attitude/heading display. Rate of turn is displayed via the Garmin 5000 PFD heading display.
135.159(b)	Slip skid indicator	Compliant	The Model 680A is equipped with two primary sources of attitude and a third, fully independent backup attitude display. Slip-skid is displayed on each PFD bank pointer and on the standby flight display..
135.159(c)	Gyroscopic bank-and-pitch indicator	Compliant	The Model 680A is equipped with two primary sources of attitude with a third, fully independent backup attitude display. The primary information is displayed on the pilot and copilot PFDs. The backup source is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources.
135.159(d)	Gyroscopic direction indicator	Compliant	The Model 680A is equipped with two primary sources of attitude and heading and a third, fully independent backup attitude/heading display. The primary information is displayed on the pilot and copilot PFDs. The backup source is normally displayed on the standby flight display but can also be displayed on the PFD's in the event of a failure of both primary sources.
135.159(e)	Generator	Compliant	The Model 680A is equipped with two engine mounted starter generators and one APU starter generator. DC backup power sources are provided by two Transformer Rectifier Units. Engine mounted alternators can be selected as the AC power source for the respective side Transformer Rectifier Unit.
135.159(f)	Lights	Compliant	
135.159(f)(1)	An anti-collision light system	Compliant	One set of LED position and anti-collision lights are located on each wingtip as well as the aft tailcone.

135.159(f)(2)	Instruments lights	Compliant	The aircraft has adequate illumination for all instrument and equipment essential for the safe operation of the aircraft.
135.159(f)(3)	A flashlight having at least two “D” size cells.	Compliant	Two flashlights with size “D” cells are provided as loose equipment in each aircraft.
135.159(g)	In-flight electrical load	Definition	
135.159(h)	Helicopters with maximum takeoff weight of 6000 lbs or less	Not Applicable	
135.161	**Radio and navigational equipment: Carrying passengers under VFR at night or under VFR over-the-top**		
135.161(a)	Two-way radio communication	Compliant	The G5000 Avionics System includes dual VHF communication transceivers standard and a third VHF transceiver optional.
135.161(b)	Radio navigation equipment over-the-top	Compliant	The G5000 Avionics System includes Dual VHF navigation receivers as standard equipment. The GIA 63W units include integrated VHF Nav modules that provide VOR, LOC and GS. Marker beacon functionality is provided via the dual GMA 36 Audio Processors.
135.163	**Equipment requirements: Aircraft carrying passengers under IFR**		
135.163(a)	Vertical speed indicator	Compliant	Primary vertical speed is calculated and displayed via G5000 Avionics System on the pilot and copilot PFD’s.The standby flight display also provides an independent display of vertical speed.
135.163(b)	Air temp indicator	Compliant	Air temperature is displayed via the G5000 Avionics System.
135.163(c)	Heated pitot tubes	Compliant	Pitot heat is provided to both the primary pitot tubes and the standby tube.
135.163(d)	Power failure warning	Compliant	Power status is monitored and displayed on the EIS or CAS as appropriate. Attitude status is monitored for all failures.

135.163(e)	Alternate static pressure	Compliant	Three independent systems are installed for sensing and display of altitude, airspeed and vertical speed.
135.163(f)	Single Engine Aircraft	Not Applicable	
135.163(g)	Generators	Compliant	The Model 680A is equipped with two engine mounted starter generators and one APU starter generator. DC backup power sources are provided by two Transformer Rectifier Units. Engine mounted alternators can be selected as the AC power source for the respective side Transformer Rectifier Unit.
135.163(h)	Energy sources	Compliant	The Model 680A is equipped with two engine mounted starter generators and one APU starter generator. DC backup power sources are provided by two Transformer Rectifier Units. Engine mounted alternators can be selected as the AC power source for the respective side Transformer Rectifier Unit.
135.163(i)	In-flight electrical load	Definition	
135.165	**Radio and navigational equipment: Extended overwater or IFR operations**		
135.165(a)	Requirements	Compliant	G5000 Avionics System – Dual VHF Nav is standard. Both standard GIA 63W units include integrated VHF Nav modules that provide VOR, LOC and GS. Marker beacon functionality is provided via the dual GMA 36 Audio Processors.
135.165(b)	Radio and navigation equipment	Compliant	G5000 Avionics System – Dual VHF Nav is standard. Single or dual HF communication systems are available as an option. Both standard GIA 63W units include integrated VHF Nav modules that provide VOR, LOC and GS. Marker beacon functionality is provided via the dual GMA 36 Audio Processors. Dual integrated FMS's are standard along with dual GNSS receivers (with SBAS).
135.165(c)	Receivers	Compliant	G5000 Avionics System – Dual VHF Nav is standard. Both standard GIA 63W units include integrated VHF Nav modules that provide VOR, LOC and GS. Marker beacon functionality is provided via the dual GMA 36 Audio Processors.

135.165(d)	Long-range	Compliant	Single or dual KHF-1050 High-Frequency Radio systems (Honeywell) are available as options to support long range voice communications. The Garmin G5000 system provides selective calling (SELCAL) capability. Dual long range navigation is available via the standard Garmin GNSS/SBAS installation.
135.166	**Emergency Equipment: Operations over Uninhabited Terrain or Jungle**		
135.166(a)	Pyrotechnic Signaling device	Operator's Responsibility	
135.166(b)	Helicopters	Not Applicable	
135.166(c)	Survival Kit	Operator's Responsibility	
135.167	**Emergency equipment: Extended overwater operations**		
135.167(a)	Equipment requirement	Operator's Responsibility	
135.167(b)	Life rafts	Operator's Responsibility	
135.167(c)	Emergency ELT	Operator's Responsibility	
135.167(d)	Helicopters	Not Applicable	
135.167(e)	Definition	Not Applicable	
135.169	**Additional Airworthiness Requirements**		
135.169(a)	Operation of a large airplane	Not Applicable	
135.169(b)	Operation of a small airplane with a conventional or turbo-prop engine with 10 or more passenger seats	Not Applicable	Model 680A has turbo-fan engines

135.169(c)	Small airplane with passenger seating capacity of 10 or more	Not Applicable	Model 680A is a transport category airplane. It is certificated to the Part 25 Airworthiness Standards with up to 9 passenger seats.
135.169(d)	Cargo or Baggage Compartment	Not Applicable	Model 680A is a transport category airplane
135.169(e)	Retrofit reports	Not Applicable	Model 680A is a transport category airplane
135.170	**Materials for compartment interiors**		
135.170(a)	Compartment interior requirements	Compliant	The aircraft when delivered is compliant with the requirements of 25.853(a) for Compartment Interiors.
135.170(b)	Large airplanes	Not Applicable	
135.171	**Shoulder harness installation at flight crewmember stations**		
135.171	Flight crewmember stations	Not Applicable	Each of the Flight Crew member seats have Shoulder harness installed on them.
135.173	**Airborne thunderstorm detection equipment requirements**		
135.173(a)	Day VFR conditions	Compliant	A Garmin GWX 70 weather radar system with a 12-inch antenna is standard equipment.
135.173(b)	Helicopter	Not Applicable	
135.173(c)	IFR or night VFR	Operator's Responsibility	A Garmin GWX 70 weather radar system with a 12-inch antenna is standard equipment.
135.173(d)	En-route procedure	Operator's Responsibility	
135.173(e)	Exception	Not Applicable	
135.173(f)	Alternate electrical power	Compliant	A Garmin GWX 70 weather radar system with a 12-inch antenna is standard equipment. The radar system does not utilize a

			dual-sourced power feed.
135.175	**Airborne weather radar equipment requirements**		
135.175(a)	Approved equipment	Compliant	A Garmin GWX 70 weather radar system with a 12-inch antenna is standard equipment.
135.175(b)	IFR or night VFR	Operator's Responsibility	
135.175(c)	Enroute procedure	Operator's Responsibility	
135.175(d)	Exception	Operator's Responsibility	
135.175(e)	Alternate electrical power	Compliant	A Garmin GWX 70 weather radar system with a 12-inch antenna is standard equipment. The radar system does not utilize a dual-sourced power feed.
135.176	**First Aid Kit**	Compliant	FAA certified First Aid kit is provided with the aircraft.
135.177	**Emergency equipment requirements for aircraft having passenger seating configuration of 19 or more passengers**	Not Applicable	
135.178	**Additional emergency equipment**	Compliant	
135.179	**Inoperable instruments and equipment**		
135.179(a)	Takeoff requirements	Compliant	An FAA approved MMEL is available for the aircraft.
135.179(b)	Exception from MEL	Operator's Responsibility	
135.179(c)	Special flight permit	Operator's Responsibility	
135.180	**Airborne Collision**		

	Avoidance System		
135.180(a)	Requirement	Not Applicable	The Model 680A does not offer seating configurations of more than 30 passengers.
135.180(b)	Passenger seating	Not Applicable	The Model 680A does not offer seating configurations of more than 30 passengers.
135.180(c)	Airplane Flight Manual	Compliant	The Airplane Flight Manual contains the procedures to operate the TCAS II system.
135.180(d)	RVSM Airspace requirement	Compliant	A Garmin GTS 8000 TCAS II system is standard equipment, providing traffic advisories and resolution advisories.
135.181	**Performance requirements: Aircraft operated over-the-top or in IFR conditions**		
135.181(a)	Exceptions	Operator's Responsibility	The AFM and operators manual provide performance charts to allow the pilot to determine if this requirement is met.
135.183	**Performance requirements: Land aircraft operated over water**		
135.183(a)	Altitude	Operator's Responsibility	The AFM and operators manual provide performance charts to allow the pilot to determine if this requirement is met.
135.183(b)	Take off and landing	Operator's Responsibility	The AFM and operators manual provide performance charts to allow the pilot to determine if this requirement is met.
135.183(c)	Critical engine inoperative	Operator's Responsibility	The AFM and operators manual provide performance charts to allow the pilot to determine if this requirement is met.
135.185	**Empty weight and center of gravity: Currency requirement**		
135.185(a)	Actual weights	Operator's Responsibility	
135.185(b)	Exceptions	Operator's Responsibility	

	Subpart D - VFR/IFR Operating Limitations and Weather Requirements		
135.203	**VFR : minimum altitudes**	Operator's Responsibility	
135.205	**VFR : visibility requirements**	Operator's Responsibility	
135.207	**VFR requirement for helicopters reference surface**	Not Applicable	
135.209	**Battery for VFR flight**	Operator's Responsibility	
135.211	**VFR Flight : operational constraints**	Operator's Responsibility	
135.213	**Forecast and weather information**	Operator's Responsibility	
135.215	**IFR Flight : operational constraints**	Operator's Responsibility	
135.217	**IFR : Takeoff limitations**	Operator's Responsibility	
135.219	**IFR : weather minimums at the destination aerodrome**	Operator's Responsibility	
135.221	**IFR : weather minima alternate airport**	Operator's Responsibility	
135 223	**IFR : runtime requirements for alternate airport**	Operator's Responsibility	
135.225	**IFR : weather minimums for takeoff , approach and landing**	Operator's Responsibility	
135.227	**Icing conditions: Operating limitations**		

135.227(a)	Exceptions	Operator's Responsibility	
135.227(b)	Requirements	Operator's Responsibility	
135.227(c)	Light or Moderate icing conditions	Compliant	The aircraft is equipped and certified to fly in known icing conditions. The anti-icing equipment is available on the aircraft as standard equipment.
135.227(e)	Severe icing conditions	Operator's Responsibility	
135.227(f)	Current weather reports	Operator's Responsibility	
	Airplane Performance Operating Limitations		
135.377	**A transport category aircraft propelled by turbine engines : landing on wet and contaminated runways**	Operator's Responsibility	
135.379	**Transport category airplanes with turbine engines : Takeoff limitations**	Operator's Responsibility	
135.381	**Large transport category airplanes: Turbine powered: En Route Limitations**	Operator's Responsibility	
135.383	**Large transport category airplanes: Turbine powered: En Route Limitations: Two engine inoperative**	Not Applicable.	
135.385	**Large transport category**	Operator's	

	airplanes: Turbine powered: En Route Limitations: Destination airports	Responsibility	
135.387	**Large transport category airplanes: Turbine powered: En Route Limitations: Alternate airports**	Operator's Responsibility	
135.389	**Large transport category airplanes: Turbine powered: En Route Limitations: Takeoff Limitations**	Operator's Responsibility	
135.391	**Large non-transport category airplanes: Turbine powered: One engine inoperative**	Operator's Responsibility	
135.393	**Large non-transport category airplanes: Turbine powered: En Route Limitations: Destination airports**	Operator's Responsibility	
135.395	**Large non-transport category airplanes: Turbine powered: En Route Limitations: Alternate airports**	Operator's Responsibility	
135.397	**Small transport category airplane performance limitations**	Not Applicable	
135.398	**Commuter category airplane performance**		

	operating limitations		
135.398(a)	Takeoff weight limitations	Operator's Responsibility	
135.398(b)	Weight requirements	Operator's Responsibility	
135.398(c)	Landing limitations	Operator's Responsibility	
135.398(d)	Determining weights	Operator's Responsibility	
135.398(e)	Limitations	Operator's Responsibility	
135.399	**Small non-transport category airplane performance operating limitations**		
135.399(a)	Takeoff weight limitations	Not Applicable	
135.399(b)	Landing limitations	Not Applicable	
	Maintenance , Preventative Maintenance, and Alterations		
135.419	**Approved aircraft inspection program**		
135.419(a)	Amend operations	Operator's Responsibility	
135.419(b)	Aircraft inspection program	Operator's Responsibility	
135.419(c)	Program approval	Operator's Responsibility	
135.419(d)	Submission contents	Operator's Responsibility	
135.419(e)	After approval	Operator's	

		Responsibility	
135.419(f)	Changes in inspection programs	Operator's Responsibility	
135.419(g)	Inspections	Operator's Responsibility	
135.419(h)	Registration numbers	Operator's Responsibility	
135.421	**Additional Maintenance requirements**		
135.421(a)	Compliance to manufacturer's recommended maintenance programs	Operator's Responsibility	
135.421(b)	Manufacturer's maintenance program	Compliant	Maintenance Manuals and related documents provided to with the aircraft.
135.421(c)	Single engine aircrafts used in passenger-carrying IFR operations	Not Applicable	Model 680A is a twin engine aircraft.
135.421(d)	Single engine aircrafts used in passenger-carrying IFR operations: written maintenance instructions	Not Applicable	Model 680A is a twin engine aircraft.
153.143(e)	Single engine aircraft used in passenger-carrying IFR operations: Engine maintenance records	Not Applicable	Model 680A is a twin engine aircraft.
135.425	**Maintenance, preventive maintenance, and alteration programs**		
135.425(a)	Performed maintenance	Operator's Responsibility	
135.425(b)	Maintenance personnel	Operator's	

		Responsibility	
135.425(c)	Released to service	Operator's Responsibility	
135.427	**Manual requirements**		
135.427(a)	Requirements	Operator's Responsibility	
135.427(b)	Performed maintenance	Operator's Responsibility	
135.147(c)	Retention	Operator's Responsibility	
135.147(d)	Language	Operator's Responsibility	
Appendix A	**Additional Airworthiness Standards for 10 or More Passenger Airplanes**	Not Applicable	
Appendix B	**Airplane Flight Recorder Specifications: multi-engine, turbine-powered airplane with 10 to 19 passenger seats**	Not Applicable	
Appendix D	**Airplane Flight Recorder Specifications: multi-engine, turbine powered airplane having 20 to 30 passenger seats**	Not Applicable	
Appendix F	**Airplane Flight Recorder Specifications: 10 to 30 passenger after August 2002.**	Not Applicable	