



OPERATIONAL EVALUATION REPORT

POLSKIE ZAKŁADY LOTNICZE SP. Z O.O.

PZL M28 05

GRUPO DE AVALIAÇÃO DE AERONAVES – GAA

BRAZILIAN AIRCRAFT EVALUATION GROUP

AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL

RIO DE JANEIRO, BRAZIL

ORIGINAL – JANUARY 22, 2015

Revision Control

REVISION	DATE	HIGHLIGHTS OF CHANGE
Original	January 22, 2016	Original report.

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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Acronyms

AFM	Airplane Flight Manual
AGL	Above Ground Level
ANAC	<i>Agência Nacional de Aviação Civil</i> (Brazilian National Civil Aviation Agency)
ATO	Approved Training Organisation
ATR	Additional Type Rating
CPL	Commercial Pilot Licence
CRM	Crew Resource Management
EASA	European Aviation Safety Authority
EFIS	Electronic Flight Instrument System
FAA	Federal Aviation Administration (USA)
FFS	Full Flight Simulator
FSB	Flight Standardization Board
FSTD	Flight Simulation Training Device
FTO	Flight Training Organisation
GAA	<i>Grupo de Avaliação de Aeronaves – ANAC</i> (Aircraft Evaluation Group – ANAC)
IAC	<i>Instrução de Aviação Civil – ANAC</i> (Civil Aviation Instruction)
IFRA	<i>Habilitação de Operação de Voo por Instrumentos – Avião</i> (Instrument Rating – Airplane)
ITR	Initial Type Rating
JAA	Joint Aviation Authorities
MCC	Multi Crew Cooperation
MDR	Master Difference Requirements
MEL	Minimum Equipment List
MLTE	<i>Habilitação de classe Avião Multimotor Terrestre</i> (Multi-Engine Land Airplane class rating)
MMEL	Master Minimum Equipment List
NAA	National Aviation Authority
N/A	Not Applicable
ODR	Operator Differences Requirements
OSD	Operational Suitability Data
PF	Pilot Flying
PNF	Pilot Not Flying

PZL Polskie Zakłady Lotnicze
TRTO Type Rating Training Organisation
VFR Visual Flight Rules

2 Introduction

2.1 Background

This evaluation was conducted by documentation analysis using the information provided by the manufacturer and the determinations of the OSD Flight Crew report, issued by PZL Design Organization on October 29th, 2015, and the FSB Report, Original revision, issued by FAA on September 03rd, 2006.

In case more detailed information is required, refer to the OSD and FSB reports mentioned above.

2.2 Objective

This report presents ANAC collection of results obtained from the operational evaluation of Polskie Zakłady Lotnicze Sp. z o.o. airplane model PZL M28 05.

2.3 Purpose

The purpose of this report is to:

- a. Define the pilot type rating assigned for the PZL M28 05 airplane; and
- b. Define the requirements for training, checking and currency applicable to flight crew for the PZL M28 05, and functionalities.

2.4 Applicability

This report is applicable to:

- a. Brazilian operators of the airplane identified as PZL M28 05 in the ANAC TCDS EA-2015T10 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 PZL M28 05 airplane; and
- d. ANAC Principal Operations Inspectors (POIs) of PZL M28 05 operators.

2.5 Cancelation

Not applicable.

3 Pilot Type Rating

The specific pilot type rating assigned to the PZL M28 05 airplane is designated "**M28**".

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

Table X – Type Rating (Airplane) – Landplane – Multi Pilot, Multi Engine Operation (All Engines)				
Manufacturer	Airplane		RMK	Type Rating
	Model	Name		ANAC
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M28 05	-	-	M28

4 Master Difference Requirements (MDR)

Since the PZL M28 05 is a new type of airplane and no similar models are certified in Brazil, no Master Difference Requirement tables have been produced.

5 Operator Difference Requirements (ODR)

Since the PZL M28 05 is a new type of airplane and no similar models are certified in Brazil, no Operator Difference Requirement tables have been produced.

6 Specifications for Training, Checking and Currency

Specifications for training, checking and currency are detailed on the OSD Report mentioned above.

By the time of this evaluation, no flight simulator existed for this model airplane. Therefore, all practical training should be performed in airplane.

6.1 Specifications for Pilot Training

6.1.1 Training prerequisites:

As established by the manufacturer training syllabus Issue 2, Revision n° 0, from December 1, 2013, an applicant for the first type rating course for a multi-pilot airplane type shall:

- Have at least 70 hours as pilot-in command of airplanes;
- Have valid multi-engine (MLTE) and instrument (IFRA) ratings;
- Have received theoretical knowledge instruction on an approved course and demonstrated a level of knowledge appropriate to the privileges granted to the holder of an Airline Transport Pilot License (Airplane).
- Hold a certificate of satisfactory completion of multi-crew co-operation (MCC) or:
 - Hold a certificate of satisfactory completion of MCC on helicopters and experience of more than 100 hours as pilot on multi-pilot helicopter, or;
 - Experience of more than 500 hours as a pilot on multi-pilot helicopter, or;
 - Experience of at least 500 hours in multi-pilot operations on multi-pilot airplanes in single crew in a commercial air transport, in accordance with applicable requirements concerning flight operations.

6.1.2 Theoretical Training:

Theoretical training should include the following:

Subject	Hours
Airplane structure and equipment, normal operation of systems and malfunctions	35
Limitations	6
Performance, flight planning and monitoring	8
Load, balance and servicing	3
Emergency procedures	6
Special requirements for aircraft equipped with EFIS	2
Multi engine aircraft – principles of flight	2
MCC – theoretical training in terms of implementation of the normal, abnormal and emergency procedures	10
Additional equipment and/or special operations	as needed
Total	72

6.1.3 Theoretical Training with practical integration:

Since training without the use of a simulator does not include any unusual and emergency CRM and MCC training components, practical training as a PF and PNF for normal, abnormal and emergency procedures is conducted on the ground in the aircraft cockpit. The crew member is the instructor pilot. The minimum training duration is 5 hours. Proficiency is checked each time during ground preparation for flights. Only candidates who have completed theoretical instruction and successfully completed all knowledge examinations are admitted for flight training.

6.1.4 Practical Training:

Practical training is conducted using the M28 aircraft as no FFS is available.

Practical training should consist of the following elements:

Aircraft familiarization – ground instructions

- required actions concerning aircraft ground handling;
- ensuring the airworthiness of the aircraft and its equipment;

- familiarization with cabin equipment and actions in the event of fire on the ground and in the air;
- passenger and crew evacuation drills.

Familiarization with airplane flight characteristics

- maneuvers: taxiing, take-off and landing, control in climb, level and glide flight (with reduced or without power) straight and turning flight, with maximum bank angle;
- early recognition of slow speed, stall (power-on and with reduced power)
- recovery from stall

Traffic pattern (in normal conditions; with airplane maximum performance; with crosswind; and at night)

- to train each normal flight procedures in traffic pattern;
- using the maximum performance (short runway, without obstacles) take-offs and landings in restricted terrain; unpaved runway; take-off with heavy aircraft;
- improving the performance of take-offs and landings techniques with cross/tailwind, balked landing/missed approach procedures with both operative engines.

Flight into training area (day and night conditions); improving pilot skills and exercises in simulated emergencies

- rules of conduct provided to perform in emergency situations;
- recognition and recovery from the stall;
- performed during single or dual engine failure

Simulated emergency situations in the traffic pattern.

- measures in case of engine failure in the traffic pattern.

Instrument approach procedure in normal conditions

- proficiency with no external visibility,
- performance of approach to landing and missed approach procedures

Instrument approach procedure with one engine inoperative

- proficiency with no external visibility, with one engine inoperative and performing approach to landing and balked landing procedure

Practical training should follow the following footprint:

M28 Initial Type Rating Training	Suggested flight time during one flight	Number of flights and minimum flight time		Flight time with asymmetric thrust
		Number of flights	Duration H:min	Duration H:min
Aircraft familiarization	On ground	As needed		
Familiarization with airplane flight characteristics	00:40	1	00:40	
Traffic pattern <ul style="list-style-type: none"> • in normal conditions • with airplane maximum performance • with crosswind • at night 	00:06	20	02:00	
Flight into training area, exercises in simulated emergencies	00:30	3	01:30	00:55
Simulated emergency situations in the traffic pattern	00:11	10	01:50	01:20
Instrument approach procedures in normal conditions	00:20	2	00:40	
Instrument approach procedures with one engine inoperative	00:20	4	01:20	01:00
Total		40	08:00	03:15

6.2 Training Recommendations

The following recommendations are made for training and operation of the PZL M28 05:

TAKE-OFFS. All take-offs should be made with power at 91+1% Ng minimum to ensure the propeller auto feather system operates automatically in the event of an engine failure after V1. All takeoffs should also be made with a power setting of 91+1% Ng and a flap setting of at least 5 degrees (normal take-off flap setting is 15 degrees) in the event of an engine failure after V1 to ensure the spoiler automatically deploys on the opposite engine wing to counteract control wheel forces and rolling tendencies.

STEEP TURNS. It is recommended that steep turns are trained and checked at 130 knots or less depending on the aircraft weight.

STALLS. The M28 has no unusual stall characteristics and includes an automatic slat extension system for added stability. The stall speed in the clean configuration is 78 knots and in the landing configuration is 68 knots. A minimal power setting should be used for all stalls depending on aircraft configuration. With no power, the onset of a stall can occur quickly and recovery can be impeded due to a delay in engine spool-up.

EMERGENCY DESCENTS. Emergency descents during training and checking should be performed with propeller levers in a range of 1450 to 1700 RPM as listed in the AFM. An emergency descent speed of 180 knots should be maintained during training rather than 192 knots (VMO) as specified in the AFM emergency procedures.

ENGINE SHUTDOWNS AND PROPELLER FEATHERING IN FLIGHT. For an intentional engine shutdown and feathering of the affected propeller, the aircraft should be configured as follows: flap setting at least 5 degrees; both engines 91+1% Ng; propellers full forward and airspeed 92 knots. Engine shutdown is initiated by retarding the condition lever to cutoff. This procedure will ensure that the spoiler will deploy on the good engine side. The airspeed, as specified in the AFM, should be maintained for the weight/altitude/temperature condition.

The spoilers will automatically retract if the power is reduced below 91% Ng on the operating engine and the power lever on the inoperative engine is moved to the Idle position. An engine restart can begin after the interturbine temperature (ITT) on the inoperative engine side is less than 150 degrees.

Note: This maneuver must be done at or above 3,000 ft AGL in the vicinity of a suitable airport.

SIMULATED ENGINE FAILURES. Simulated engine failures prior to V1 should be performed with one power lever at Idle and the propeller control full forward. All simulated engine failures after V1 may be performed with the power lever at Idle and the propeller control set to the Feather position.

LANDINGS. All approaches to landings should be made at 92 knots with some power until the aircraft is near the end of its flare to preclude the possibility of a stall prior to landing. With the propellers forward and flaps at 40 degrees, elevator authority diminishes rapidly without power.

FLAP OPERATING RANGE. The PZL-M28 has flap extended speed limitations of 116 knots with flaps at 15 degrees and 108 knots with a flap setting of 40 degrees. These limitations can be exceeded very easily in flight.

6.3 Training Area of Special Emphasis (TASE)

The following items must receive special emphasis during theoretical and flight training for the PZL M28 05:

- The following training recommendations from item 6.2 above should be considered as TASE:
 - Emergency descents and
 - Landings
- Procedures when flying under icing conditions, including flap deployment in known icing conditions and landing / approach upon exit from an icing zone;

Note: Upon exit from an icing zone, slats may be iced, or one or both slats may be frozen following unintentional icing encounter. It may result in a non-uniform extension of the slats or no extension (and no "SLATS / STALL SPEED" signalling) of the slats at the final landing approach stage.

- Operation of the rear entrance door;
- Operation on unimproved landing areas, as applicable;
- Operation of the cargo hoist and other equipment, for aircraft configured for cargo operations;

- System control, special equipment and normal and emergency procedures for aircraft approved for parachuting operations.

Practical training must include a minimum of one exercise of one engine inoperative flight with complete engine shutdown (spoiler deployed), executed at or above 3,000 ft AGL in the vicinity of a suitable airport.

7 Compliance to RBHA 91 and RBAC 135

The compliance checklists on Appendix 1 were provided by the manufacturer.

8 Technical Publications

8.1 Master Minimum Equipment List - MMEL

Brazilian operators shall use the EASA approved MMEL as a basis for developing their MEL (according to IAC 3507).

8.2 Airplane Flight Manual - AFM

The PZL M28 05 AFM approved by GGCP/SAR shall be used by Brazilian operators as a basis for developing their Operator Airplane Operations Manual.

Appendix 1: Compliance checklists

RBAC 91

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
91.1	Applicability	Definitions	
91.3	Responsibility and authority of the pilot in command.	Operator's Responsibility	
91.5	Pilot in command of aircraft requiring more than one required pilot.	Operator's Responsibility	
91.7	Civil aircraft airworthiness.	Operator's Responsibility	
91.9	Civil aircraft flight manual, marking, and placard requirements.	Title Only	
91.9 (a)	Flight Manual – Operational Limitations		
91.9 (b)	Flight Manual – Available on board	Compliant	
91.9 (c)	Aircraft identified in accordance with the standards RBHA 45	Compliant	
91.9 (d)	Takeoff or landing at a heliport constructed over water.	Not Applicable	
91.11	Prohibition on interference with crewmembers.	Definitions	
91.13	Careless or reckless operation.	Operator's Responsibility	
91.15	Dropping objects.	Operator's Responsibility	
91.17	Alcohol or drugs	Operator's Responsibility	
91.19	Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances.	Operator's Responsibility	
91.21	Portable electronic devices.	Operator's Responsibility	
91.23	Truth-in-leasing clause requirement in leases and conditional sales contracts.	Operator's Responsibility	
91.25	Aviation Safety Reporting Program: Prohibition against use of reports for enforcement purposes.	Definitions	
91.101	Applicability.	Definitions	
91.102	General Rules	Operator's Responsibility	
91.103	Pre-flight Action	Operator's Responsibility	
91.105	Flight Crewmembers at station	Title Only	
91.105 (a)	During takeoff, landing and while en route.	Operator's Responsibility	
91.105 (b)	Each flight crewmember during takeoff and landing: shoulder belts.	Operator's Responsibility	
91.107	Use of safety belts, shoulder harnesses, and child restraint systems.	Title Only	
91.107 (a)	Unless otherwise authorized by the DAC:	Title Only	
91.107 (a)(1)	Use of seat belts and shoulder belts: takeoff.	Operator's Responsibility	
91.107 (a)(2)	Use of seat belts and shoulder belts: movement area or landing.	Operator's Responsibility	
91.107 (a)(3)	Seat or berth with a safety belt and shoulder belts.	Compliant	
91.107 (b)	Unless otherwise stated, this section does not apply to operations conducted according to RBHA 121 and 135.	Definitions	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
91.109	Flight instruction; Simulated instrument flight and certain flight tests.	Title Only	
91.109 (a)	Dual Controls	Compliant	
91.109 (b)	Simulated Instrument Flight.	Operator's Responsibility	
91.109 (c)	Pilot in command qualification	Operator's Responsibility	
91.111	Operating near other aircraft	Operator's Responsibility	
91.113 to 91.117	Reserved	Not Applicable	
91.119	Minimum safe altitudes: General.	Operator's Responsibility	
91.121	Reserved	Not Applicable	
91.123	Compliance with ATC clearances and instructions.	Operator's Responsibility	
91.125 to 91.135	Reserved	Not Applicable	
91.137	Temporary flight restrictions in the vicinity of disaster/hazard areas.	Operator's Responsibility	
91.139	Reserved	Not Applicable	
91.141	Flight restrictions in the proximity of the President of the Republic and other authorities	Operator's Responsibility	
91.143	Flight limitation in the proximity of rockets launchers and/or space flight operations.	Operator's Responsibility	
91.144	Temporary restriction on flight operations during abnormally high barometric pressure conditions.	Operator's Responsibility	
91.145	Information on potentially dangerous conditions	Operator's Responsibility	
91.147 and 91.149	Reserved	Not Applicable	
91.151	Fuel requirements for flight in VFR conditions	Operator's Responsibility	
91.153 to 91.165	Reserved	Not Applicable	
91.167	Fuel requirements for flight in IFR conditions.	Operator's Responsibility	
91.169	Reserved	Not Applicable	
91.171	VOR equipment check for IFR operations.	Compliant	
91.173	ATC clearance and flight plan required.	Operator's Responsibility	
91.175 a 91.185	Reserved	Not Applicable	
91.187	Operation under IFR in controlled airspace: Malfunction reports	Operator's Responsibility	
91.189	Category II and III operations: General operating rules.	Not Applicable	
91.191	Category II and Category III manual.	Not Applicable	
91.193	Certificate of authorization for certain Category II operations	Not Applicable	
91.201	Reserved	Not Applicable	
91.203	Civil aircraft: Documents required.	Title Only	
91.203 (a)	Documentation on board.	Title Only	
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)	Flight manual and checklist;	Operator's Responsibility	
91.203 (a)(3)	NSMA 3-5 and 3-7, dispatched by GENIPA;	Operator's Responsibility	
91.203 (a)(4)	Except for aircraft operated according RBHA 121 or 135;	Operator's Responsibility	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
91.203 (a)(5)	For aircraft operating according to RBHA121 or 135, the requirement documents and manuals by RBHA applicable.	Operator's Responsibility	
91.203 (b)	Operation of an experimental aircraft	Operator's Responsibility	
91.203 (c)	Aircraft with a provisional type certificate	Operator's Responsibility	
91.203 (d)	Certificate of Airworthiness for newly manufactured aircraft.	Compliant	
91.203 (e)	Valid certificate and displayed in a location accessible to crew members	Operator's Responsibility	
91.203 (f)	Operation with a fuel tank installed inside the passenger compartment.	Optionally compliant	Only ferry flights
91.203 (g)	No person may operate a civil airplane (domestic or foreign) into or out of an airport in Brazil unless it complies with the fuel venting and exhaust emissions requirements of RBAC 34.	Compliant	
91.205	Additionally, RBAC 34 is written in English and is the same as FAA Part 34 Emd 34-03.	Title Only	
91.205 (a)	General.	Operator's Responsibility	
91.205 (b)	Visual-flight rules (day): instruments and equipment required.	Title Only	
91.205 (b)(1)	Airspeed indicator for each pilot required;	Compliant	
91.205 (b)(2)	Altimeter for each pilot required;	Compliant	
91.205 (b)(3)	Cancelled	Not Applicable	
91.205 (b)(4)	A magnetic direction indicator (compass);	Compliant	
91.205 (b)(5)	Tachometer for each engine.	Compliant	
91.205 (b)(6)	Oil pressure gauge for each engine using pressure system.	Compliant	
91.205 (b)(7)	Temperature gauge for each liquid-cooled engine.	Not Applicable	
91.205 (b)(8)	Oil temperature gauge for each air-cooled engine.	Compliant	
91.205 (b)(9)	Torque gauge and gases temperature gauge for each engine and turbine as applicable;	Compliant	
91.205 (b)(10)	Rotation rotor gauge for each main engine	Compliant	
91.205 (b)(11)	Manifold pressure gauge for each altitude engine.	Compliant	
91.205 (b)(12)	Fuel gauge indicating the quantity of fuel in each tank.	Compliant	
91.205 (b)(13)	Landing gear position indicator, if the aircraft has a retractable landing gear.	Not Applicable	
91.205 (b)(14)	Approved flotation gear readily available	Operator's Responsibility	
91.205 (b)(15)	Approved safety belt	Compliant	
91.205 (b)(16)	Approved shoulder belts on every front seat;	Compliant	
91.205 (b)(17)	An emergency location transmitter, if required by that regulation 91.207;	Compliant	
91.205 (b)(18)	Shoulder Harness	Not Applicable	
91.205 (b)(19)	For rotorcraft built after September 16, 1992, a shoulder belt for each seat;	Not Applicable	
91.205 (b)(20)	Fire extinguisher portable accessible to the members of the crew flight;	Compliant	
91.205 (b)(21)	For hydroplanes and amphibious aircraft, at least one anchor and one drogue.	Not Applicable	
91.205 (b)(22)	VHF, bilateral radio-communication	Compliant	
91.205 (b)(23)	Anti-collision lights	Compliant	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
91.205 (c)	Visual flight rules (night).	Title Only	
91.205 (c)(1)	Instruments and equipment specified in paragraph (b) of this section being all the instruments adequately illuminated	Compliant	
91.205 (c)(2)	a gyroscopic attitude indicator (artificial horizon);	Compliant	
91.205 (c)(3)	Approved position lights	Compliant	
91.205 (c)(4)	Approved anti-collision light	Compliant	
91.205 (c)(5)	Landing lights	Compliant	
91.205 (c)(6)	An adequate source of electrical energy for all installed electrical and radio equipment.	Compliant	
91.205 (c)(7)	One spare set of fuses, or three spare fuses of each kind required, that are accessible to the pilot in flight	Not Applicable	
91.205 (c)(8)	A portable electric lantern	Operator's Responsibility	
91.205 (c)(9)	At least one equipment of radio navigational appropriate to each ground station to be used, when flying in controlled area;	Compliant	
91.205 (d)	Instrument Flight rules	Title Only	
91.205 (d)(1)	Instruments and equipment specified in paragraph (b) of this section, and, for night flight, instruments and equipment specified in paragraph (c) of this section.	Compliant	
91.205 (d)(2)	a VHF system of radio-communication bilateral and at least one equipment of navigation appropriate to the each ground station to be used, including phones (or loudspeakers) and microphones associates;	Compliant	
91.205 (d)(3)	Gyroscopic rate-of-turn indicator for each pilot required	Compliant	
91.205 (d)(4)	Slip-skid indicator for each required pilot	Compliant	
91.205 (d)(5)	Sensitive altimeter adjustable for barometric pressure for each pilot required;	Compliant	
91.205 (d)(6)	a heating system of "pitots" of the anemometric systems;	Compliant	
91.205 (d)(7)	a clock displaying hours, minutes and seconds, sweep second pointer or digital presentation for each pilot required	Compliant	
91.205 (d)(8)	Generator of adequate capacity.	Compliant	
91.205 (d)(9)	Gyroscopic pitch and bank indicator (artificial horizon) for each required pilot	Compliant	
91.205 (d)(10)	Gyroscopic direction indicator (directional gyro or equivalent) for each required pilot	Compliant	
91.205 (d)(11)	a vertical speed indicator for each pilot required.	Compliant	
91.205 (e)	Flight at and above 24,000 ft. MSL (FL 240). DME	Optionally compliant	
91.205 (f)	Category II operations. Required equipment and instruments	Not Applicable	
91.205 (g)	Category III operations. Required equipment and instruments	Not Applicable	
91.205 (h)	Exclusions. Paragraphs (f) and (g) of this section do not apply to operations conducted by a holder of a certificate issued under RBHA 121 or 135.	Definitions	
91.207	Emergency locator transmitters.	Title Only	
91.207 (a)	Except as provided in paragraphs (e) and (f) of this section, no person may operate a	Title Only	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
	Brazil-registered civil airplane unless--		
91.207 (a)(1)	There is attached to the airplane an approved automatic type emergency locator transmitter...	Compliant	
91.207 (a)(2)	For operations other than those specified in paragraph (a)(1) of this section, there must be attached to the airplane an approved personal type or an approved automatic type	Compliant	
91.207 (b)	Each emergency locator transmitter required by paragraph (a) of this section must be attached to the airplane in such a manner that the probability of damage to the transmitter in the event of crash impact is minimized. Fixed and deployable automatic type transmitters must be attached to the airplane as far aft as practicable.	Compliant	
91.207 (c)	Batteries used in the ELT required by paragraphs (a) and (b) of this section must be replaced (or recharged, if the batteries are rechargeable)--	Operator's Responsibility	
91.207 (d)	Each emergency locator transmitter required by paragraph (a) of this section must be inspected within 12 calendar months...	Operator's Responsibility	
91.207 (e)	Flying without the ELT	Operator's Responsibility	
91.207 (f)	Paragraph (a) of this section does not apply to--	Not Applicable	
91.207 (g)	The ELT required for this section do not substitute the portable ELT required by this regulation and by RBHA 121 and 135 in the flights on great extensions of water (to see paragraphs 91.509(b)(4), 135.167(c) e121.339(a)(4).	Operator's Responsibility	
91.207 (h)	Each ELT on board of an aircraft registered in Brazil must meets the requirements of section 91.225 of this regulation.	Compliant	
91.207 (i)	From 01 of January of 2007 any new ELT to be installed in airplane registered in Brazil it must possess the frequencies of 121.5 and 406 MHz...	Compliant	
91.209	Aircraft lights.	Operator's Responsibility	
91.211	Supplemental oxygen.	Title Only	
91.211 (a)	General.	Operator's Responsibility	
91.211 (b)	Pressurized cabin aircraft.	Not Applicable	
91.213	Inoperative instruments and equipment.	Title Only	
91.213 (a)	List of minimum equipment and instruments for operation.	Compliant	
91.213 (b)	The following instruments and equipment may not be included in a Minimum Equipment List:	Operator's Responsibility	
91.213 (c)	A person authorized to use a MEL approved for DAC according...	Operator's Responsibility	
91.213 (d)	Operating without a MEL approved by DAC and inoperative instruments or equipment.	Operator's Responsibility	
91.213 (e)	Notwithstanding any other provision of this section, an aircraft with inoperable instruments or equipment may be operated under a special flight permit issued in accordance with RBHA 21.197 and 21.199.	Operator's Responsibility	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
91.215	ATC transponder and altitude reporting equipment and use.	Compliant	
91.217	Data correspondence between automatically reported pressure altitude data and the pilot's altitude reference.		
91.217 (a)	Deactivation of equipment	Operator's Responsibility	
91.217 (b)	The equipment was tested and calibrated to transmit altitude data corresponding within 125 feet of the indicated or calibrated datum of the altimeter normally used to maintain flight altitude,	Compliant	
91.217 (c)	Unless the altimeters and digitizers in that equipment meet the standards of TSO-C10b and TSO-C88, respectively.	Compliant	
91.219	Altitude alerting system or device: Turbojet-powered civil airplanes.	Not Applicable	
91.221	Traffic alert and collision avoidance system equipment and use.	Title Only	
91.221 (a)	All airspace: Brazil-registered civil aircraft. Any traffic alert and collision avoidance system installed in a Brazil - registered civil aircraft must be approved by the Administrator.	Compliant	
91.221 (b)	Traffic alert and collision avoidance system, operation required.	Operator's Responsibility	
91.221 (c)	(Airspace RVSM (Reduced Vertical Separation Minimum). Notwithstanding the provide one in paragraph (b) of this section, when operating an aircraft in airspace RVSM, no person can shall have ACAS system on and operating unless this system is of type ACAS II (TCAS II, type 7.0).	Compliant	
91.221 (d)	Aircraft transport category configured with more than 30 seats, that they have received its first one Airworthiness Certified (independent of the issuer country) in or after 01 of January of 2008, must be equipped with a system ACAS II (TCAS II, type 7.0 or superior).	Not Applicable	
91.221 (e)	Aircraft transport category configured with more than 30 seats, that they have received its first one Airworthiness Certified (independent of the issuer country) in or after 01 of January of 2010, must be equipped with a system ACAS II (TCAS II, type 7.0 or superior).	Not Applicable	
91.223	Terrain awareness and warning system. (EGPWS)	Compliant	
91.223 (a)	Airplanes manufactured after December 31, 2003....	Compliant	
91.223 (b)	Airplanes manufactured on or before January 01, 2004....	Compliant	
91.223 (c)	Airplane Flight Manual. The Airplane Flight Manual shall contain appropriate procedures	Compliant	
91.225	All the electronic equipment on board required by this regulation and the RBHA 121 and 135 that they receive and/or they transmit radio signals of/to control systems stations of air traffic, meteorology and searches and rescue must comply with norms and specifications established by Department of	Compliant	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
	Control of Airspace (Departamento de Controle do Espaço Aéreo – DECEA).		
91.301	Reserved	Not Applicable	
91.303	Aerobatic flight.	Operator's Responsibility	
91.305	Flight test areas.	Operator's Responsibility	
91.307	Parachutes and parachuting.	Operator's Responsibility	
91.309	Towing: Gliders.	Operator's Responsibility	
91.311	Towing: Other than under Sec. 91.309.	Operator's Responsibility	
91.313	Restricted category civil aircraft: Operating limitations.	Operator's Responsibility	
91.315	Limited category civil aircraft: Operating limitations.	Operator's Responsibility	
91.317	Provisionally certificated civil aircraft: Operating limitations.	Operator's Responsibility	
91.319	Aircraft having experimental certificates: Operating limitations.	Operator's Responsibility	
91.321	Civil aircraft with certificate of flight authorization. Operation limits	Operator's Responsibility	
91.323	Primary Category Aircraft: Operating limitations	Operator's Responsibility	
91.325	Helicopter Operation in Eventual Landing Area	Operator's Responsibility	
91.327	Operation of helicopters in places not approved or registered.	Operator's Responsibility	
91.329 a 91.333	Reserved	Not Applicable	
91.401	Applicability.	Definitions	
91.403	General	Title Only	
91.403 (a)	The owner or operator of an aircraft is primarily responsible for maintaining that aircraft in an airworthy condition, including compliance with RBHA 39 , subparagraph (b)(1) (information of defects to the DAC)	Definitions	
91.403 (b)	No person may perform maintenance, preventive maintenance, or alterations on an aircraft other than as prescribed in this subpart and other applicable regulations, including RBHA 43.	Operator's Responsibility	
91.403 (c)	Manufacturer's maintenance manual or Instructions for Continued Airworthiness possessing an Airworthiness Limitations section.	Operator's Responsibility	
91.403 (d)	Report on Condition of Airworthiness.	Operator's Responsibility	
91.403 (e)	Declaration of Inspection Annual Maintenance	Operator's Responsibility	
91.403 (f)	Report of Condition and Airworthiness Checklist	Operator's Responsibility	
91.403 (g)	Initial or Special Technical Inspection	Definitions	
91.403 (h)	Procedures for processing the RCA are established in Education Civil Aviation Authority.	Definitions	
91.403 (i)	Certifying an AMI.	Definitions	
91.405	Maintenance required.	Operator's Responsibility	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
91.407	Operation after maintenance, preventive maintenance, rebuilding, or alteration.	Operator's Responsibility	
91.409	Inspections.	Title Only	
91.409 (a)	Inspections.	Compliant	
91.409 (a)(1)	Annual Maintenance Inspection (AMI) in accordance with RBHA 43.	Not Applicable	
91.409 (a)(2)	Initial survey to obtain an airworthiness certificate in accordance with RBHA 21	Not Applicable	
91.409 (b)	100 hrs Inspection	Not Applicable	
91.409 (c)	Paragraphs (a) and (b) of this section shall not apply to	Compliant	
91.409 (d)	Progressive inspection.	Operator's Responsibility	
91.409 (e)	Large airplanes (to which part 125 is not applicable), turbojet multiengine airplanes, turbo-propeller-powered multiengine airplanes, and turbine-powered rotorcraft.	Compliant	
91.409 (f)	Selection of inspection program under paragraph (e) of this section.	Operator's Responsibility	
91.409 (f)(1)	An inspection program for continued airworthiness...	Operator's Responsibility	
91.409 (f)(2)	A program of inspections.	Operator's Responsibility	
91.409 (f)(3)	A current inspection program recommended by the manufacturer.	Operator's Responsibility	
91.409 (f)(4)	Any other inspection program approved by DAC	Operator's Responsibility	
91.409 (g)	Inspection program approved under paragraph (e) of this section.	Operator's Responsibility	
91.409 (h)	Change an inspection program to another.	Operator's Responsibility	
91.410	Special maintenance program requirements.	Title Only	
91.410 (a)	Limitation on number of cycle / aircraft.	Not Applicable	
91.410 (b)	Instructions for maintenance and inspection of fuel tank system.	Not Applicable	
91.411	Altimeter system and altitude reporting equipment tests and inspections. (Mode C)	Title Only	
91.411 (a)	Testing and inspection static pressure system according to RBHA 43 appendix E.	Compliant	
91.411 (b)	The tests required by paragraph (a) of this section must be conducted by the manufacturer	Compliant	
91.411 (c)	Altimeter and altitude reporting equipment approved under Technical Standard Orders are considered to be tested and inspected as of the date of their manufacture.	Definitions	
91.411 (d)	No person may operate an airplane, or helicopter, in controlled airspace under IFR at an altitude above the maximum altitude at which all altimeters and the automatic altitude reporting system of that airplane, or helicopter, have been tested.	Operator's Responsibility	
91.413	ATC transponder tests and inspections.	Title Only	
91.413 (a)(1)	Use of ATC transponder	Operator's Responsibility	
91.413 (a)(2)	Use an ATC transponder	Compliant	
91.413 (b)(1)	The tests and inspections specified in this section must be conducted by—a certificated repair station.	Operator's Responsibility	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
91.413 (b)(2)	The tests and inspections specified in this section must be conducted by—the holder of continuous airworthiness maintenance program	Operator's Responsibility	
91.413 (b)(3)	The tests and inspections specified in this section must be conducted by—the manufacturer of the aircraft	Operator's Responsibility	
91.415	Changes to aircraft inspection programs.	Operator's Responsibility	
91.417	Maintenance records.	Operator's Responsibility	
91.419	Transfer of maintenance records.	Title Only	
91.419 (a)	Records specified in 91.417 (a)(2)	Operator's Responsibility	
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	Rebuilt engine maintenance records.	Operator's Responsibility	
91.423	Weighing and Balancing of Aircraft	Operator's Responsibility	
91.501	Applicability	Definitions	
91.503	Flying equipment and operating information	Operator's Responsibility	
91.505	Familiarization with operational limitations and emergency equipments	Operator's Responsibility	
91.507	Equipment requirements: night VFR operations	Compliant	
91.509	Survival equipment for overwater operations	Operator's Responsibility	
91.511	Radio communication equipment appropriate to the facilities	Compliant	
91.513	Emergency equipment	Compliant	
91.517 (a)	Passenger Information	Compliant	
91.517 (b)(c)(d)(e)	Passenger Information	Compliant	
91.519	Oral Instructions to Passengers	Operator's Responsibility	
91.521	Shoulder harness	Not Applicable	
91.523	Hand Luggage	Not Applicable	
91.525	Carriage of cargo	Compliant	
91.527	Operating in icing conditions	Compliant	
91.529	Flight engineer requirements	Operator's Responsibility	
91.531	Second in command requirements	Operator's Responsibility	
91.533	Flight attendant requirements	Not Applicable	
91.535	Storage of food, drink...	Operator's Responsibility	
91.537	RVSM	Not Applicable	
91.601	Applicability	Definitions	
91.603	Aural speed warning device	Not Applicable	
91.605	Transport category civil airplane weight limitations	Not Applicable	
91.607	Emergency exits for airplanes carrying passengers for hire	Not Applicable	
91.609	Flight data recorders and cockpit voice recorders	Compliant	
91.611 to 91.613	Applicability	Operator's Responsibility	
91.701 to 91.715	Applicability	Operator's	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
		Responsibility	
91.801	Applicability	Definitions	
91.803	Regulatory Basis	Definitions	
91.805	Operating limitations. Subsonic reaction	Operator's Responsibility	
91.807	Operating limitations. Propeller planes and helicopters	Operator's Responsibility	
91.809 to 91.813	Reserved	Not Applicable	
91.815	Agricultural aircraft and firefighting. Limitations	Operator's Responsibility	
91.817	Sonic boom in Civil Aircraft	Operator's Responsibility	
91.901	Reserved	Not Applicable	
91.903	Philosophy and Procedures	Definitions	
91.905	List of Rules that Can Awards Special	Definitions	
91.951 to 91.965	Applicability	Operator's Responsibility	

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ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
135.1	Applicability	Definitions	
135.2	Compliance Program for Operators	Operator's Responsibility	
135.3	Special rules apply to transactions subject to these Regulations	Operator's Responsibility	
135.4	Reserved		
135.7	Applicability of rules to unauthorized operators.	Definitions	
135.9 (a) (11)	Reserved		
135.12	Tripulantes Treinados Previamente	Operator's Responsibility	
135.13 a 17	Reserved		
135.19	Emergency operations.	Operator's Responsibility	
135.21	Manual requirements.	Operator's Responsibility	
135.23	Manual contents	Operator's Responsibility	
135.25	Aircraft requirements	Operator's Responsibility	
135.27 a 135.39	Reserved		
135.41	Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances	Operator's Responsibility	
135.43	Reserved		
135.61	General.	Definitions	
135.62	Reserved		
135.63	Recordkeeping requirements	Operator's Responsibility	
135.64	Retention of contracts and amendments: Commercial operators who conduct intrastate operations for compensation or hire	Operator's Responsibility	
135.65	Book (s) Records of the Crew and Aircraft	Operator's Responsibility	
135.67	Reporting potentially hazardous meteorological conditions and irregularities of ground facilities or navigation aids	Operator's Responsibility	
135.69	Restriction or suspension of operations: Continuation of flight in an emergency	Operator's Responsibility	
135.71	Airworthiness check	Operator's Responsibility	
135.73	Inspections and tests	Operator's Responsibility	
135.75	Inspectors credentials: admission to pilots' compartment: Forward observer's seat.	Title Only	
135.75 a)	Access to the compartment by a INSPAC pilot of that aircraft.	Operator's Responsibility	
135.75 (b)	Observer seat in the compartment of the pilots	Optionally compliant	
135.75 (c)	Observer seat in the compartment of the pilots - occupancy during takeoff and landing	Operator's Responsibility	
135.75 (d)	Sitting in the passenger compartment available	Operator's Responsibility	
135.77	Responsibility for operational control	Operator's Responsibility	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
135.79	Flight locating requirements	Operator's Responsibility	
135.80	Information on the Emergency Equipment and Survival	Operator's Responsibility	
135.81	Informing personnel of operational information and appropriate changes.	Operator's Responsibility	
135.83	Operating information required	Title Only	
135.83 (a)	Materials accessible to the pilot in their workplace and compulsory use in flight:	Title Only	
135.83 (a)(1)	A cockpit checklist	Operator's Responsibility	
135.83 (a)(2)	Emergency cockpit checklist	Compliant	
135.83 (a)(3)	Relevant aeronautical charts;	Operator's Responsibility	
135.83 (a)(4)	Charts in airways of terminal areas of IFR approach and departure;	Operator's Responsibility	
135.83 (a)(5)	Performance data on one engine inoperative climb	Compliant	
135.83 (b)	Contents checklist:	Definitions	
135.83 (c)	Contents checklist of emergency:	Compliant	
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.	Title Only	
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 it from sliding under crash impacts	Operator's Responsibility	
135.87 (e)	Cargo compartments requiring physical entry of a crew member.	Compliant	Cargo compartment inside of the cabin requires entry of a crew member. Underfuselage pod does not require entry of a crew member.
135.89	Pilot requirements: Use of oxygen	Title Only	
135.89 (a)	Unpressurized aircraft.	Compliant	
135.89 (b)	Pressurized aircraft	Not Applicable	
135.91	Oxygen for medical use by passengers	Operator's Responsibility	
135.93	Autopilot: Minimum altitudes for use.	Operator's Responsibility	200 ft
135.95	Airmen: Limitations on use of services	Operator's Responsibility	
135.97	Aircraft and facilities for recent flight experience	Operator's Responsibility	
135.99	Composition of flight crew	Operator's Responsibility	
135100	Flight crewmember duties	Operator's Responsibility	
135101	Second in command required under IFR	Operator's Responsibility	
135103	Permanence of Passengers on Board Ground	Operator's Responsibility	
135105	Exception to second in command requirement: Approval for use of autopilot system	Operator's Responsibility	
135107	Flight attendant crewmember requirement	Operator's Responsibility	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
135109	Pilot in command or second in command: Designation required	Operator's Responsibility	
135.111	Second in command required in category II operations	Definitions	PZL M28 is approved for multi-crew operation
135.113	Passenger occupancy of pilot seat	Not Applicable	
135115	Manipulation of controls	Operator's Responsibility	
135117	Briefing of passengers before flight	Operator's Responsibility	
135119	Prohibition against carriage of weapons	Operator's Responsibility	
135120	Prohibition on interference with crewmembers	Operator's Responsibility	
135121	Alcoholic beverages	Operator's Responsibility	
135122	Stowage of food, beverage, and passenger service equipment during aircraft movement on the surface, takeoff, and landing.	Operator's Responsibility	
135123	Emergency and emergency evacuation duties	Operator's Responsibility	
135125	Airplane security	Operator's Responsibility	
135127	Passenger information	Title Only	
135.127(a)	The operator shall not permit anyone or flight crew member to smoke in an aircraft operated under this RBAC.	Compliant	Smoking is prohibited
135.127(b)	No smoking illuminated sign or placard	Compliant	Lamp
135.127(c)	Lavatory	Optionally compliant	
135.127(d)	Obstruct, shut down or destroy a smoke detector installed in the lavatory.	Not Applicable	
135.127(e)	Requirements for passenger information	Operator's Responsibility	
135.127(f)	Verbal instructions of the crew	Definitions	
135128	Use of safety belts and child restraint systems	Title Only	
135.128(a)	Approved seat or bed, with individual seat belts.	Compliant	
135.128(b)	Child safety seat occupied provided by parents	Operator's responsibility	
135.129	Exit seating	Compliant	
135141	Applicability.	Definitions	
135143	General requirements.	Title Only	
135.143(a)	The aircraft and equipment meet the applicable rules of the RBHA.	Operator's Responsibility	
135.143(b)	Instruments and equipment approved and in operable condition.	Operator's Responsibility	
135.143(c)	ATC transponder equipment	Compliant	Mode S (ELS, EHS) - MST 67A
135144	Portable electronic devices	Operator's Responsibility	
135.145	Flights Operational Evaluation	Compliant	
135.147	Dual controls required.	Compliant	
135148	Reserved	Not Applicable	
135149	Equipment requirements: General.	Title Only	
135.149(a)	Sensitive altimeter	Compliant	AD 32/KDC 481T
135.149(b)	Heating or deicing equipment for each carburetor	Not Applicable	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
135.149(c)	Artificial horizon - the third indicator	Compliant	Mid-Continent 4300 series electric attitude indicator - Lifesaver
135.149(d)	Reserved	Not Applicable	
135.149(e)	Aircraft with turbine engines - other equipment	Operator's Responsibility	
135.150	Public address and crewmember interphone systems.	Compliant	KMA 24H-70, up to 6 crew member intercom, PA available from both pilots
135.151	Cockpit voice recorders.	Compliant	FA2100
135.152	Flight recorders.	Compliant	FDR - 50 hours, CVR - 2 hours
135.152a	Recorder Digital Flight Data for Aircraft with 10-19 seats.	Compliant	L-3 Communications 2100- 2043-00
135.153	Ground proximity warning system.	Compliant	EGPWS
135.154	Terrain awareness and warning system.	Title Only	
135.154(a)	Airplanes manufactured after December 31, 2003	Title Only	
135.154(a)(1)	Airplanes with turbine engines with 10 or more seats for passengers	Compliant	Honeywell EGPWS Mk.VI (TAWS Class A)
135.154(a)(2)	Airplanes with turbine engines with 6-9 passenger seats	Not Applicable	
135.154(b)	Airplane manufactured on or before January 1, 2004	Compliant	
135.154(c)	Airplane Flight Manual.	Compliant	
135.155	Fire extinguishers: Passenger-carrying aircraft.	Compliant	1 fire extinguisher in the cockpit 1 in the cabin
135157	Oxygen equipment requirements.	Title Only	
135.157(a)	Unpressurized aircraft.	Compliant	Flight with the passengers - limited to 10000 feet
135.157(b)	Pressurized aircraft.	Not Applicable	
135.157(c)	The equipment required by this section must be able to:	Operator's Responsibility	
135.158	Pitot heat indication systems.	Compliant	
135159	Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions.	Title Only	
135.159(a)	A gyroscopic rate-of-turn indicator	Compliant	
135.159 (b)	A slip skid indicator	Compliant	
135.159 (c)	A gyroscopic bank-and-pitch indicator.	Compliant	
135.159 (d)	A gyroscopic direction indicator.	Compliant	
135.159 (e)	A generator or generators able to supply all probable combinations of continuous in-flight electrical loads for required equipment and for recharging the battery	Compliant	
135.159 (f)	For night flights:	Title Only	
135.159 (f)(1)	An anti-collision light system;	Compliant	
135.159 (f)(2)	Instrument lights	Compliant	
135.159(f)(3)	Flashlight	Operator's Responsibility	
135.159(g)	Continuous electrical load in flight	Compliant	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
135161	Radio and navigational equipment: Carrying passengers under VFR at night or under VFR over-the-top.	Title Only	
135.161(a)	Radio equipment for bilateral communications	Compliant	
135.161(b)	Radio navigation equipment	Compliant	
135.161(c)	No person may operate an aircraft carrying passengers in flight under VFR or IFR in controlled areas, unless it is equipped with a radio equipment for bilateral communications capable of transmitting and receiving a ground station.		
135163	Equipment requirements: Aircraft carrying passengers under IFR.	Title Only	
135.163(a)	Required a vertical speed indicator for each pilot.	Compliant	
135.163(b)	A free-air temperature indicator;	Compliant	
135.163(c)	A heated pitot tube for each airspeed indicator;	Compliant	
135.163(d)	A power failure warning device	Compliant	
135.163(e)	An alternate source of static pressure	Compliant	
135.163(f)	For a single-engine aircraft:	Not Applicable	
135.163(g)	For multi-engine aircraft, at least two generators or alternators each of which is on a separate engine	Compliant	
135.163(h)	Two independent sources of energy for gyroscopic instruments	Compliant	
135.163(i)	Continuous electrical load in flight	Definitions	
135165	Radio and navigational equipment: Extended overwater or IFR operations.	Title Only	
135.165(a)	The reaction plane with 10 or more passenger seats, or engine airplane in an additional operation.	Compliant	
135.165(b)	IFR or over large expanses of water	Title Only	
135.165(b)(1)	A transmitter;	Compliant	
135.165(b)(2)	Two microphones;	Compliant	
135.165(b)(3)	Two headphones or an earpiece and speaker;	Compliant	
135.165(b)(4)	A marker beacon receiver	Compliant	
135.165(b)(5)	Two independent receivers for navigation;	Compliant	
135.165(b)(6)	Two independent receivers for communications, and	Compliant	
135.165(b)(7)	An additional transmitter.	Operator's Responsibility	
135.165(b)(8)	Helicopters in offshore operations, if required, a marine VHF.	Not Applicable	
135.165(c)	Receiver Independent	Title Only	
135.165(d)	Authorization for use of a single system of long-range navigation and a single communications system for long-range operations over large expanses of water.	Operator's Responsibility	
135.165(e)	Operation over a large expanse of water	Definitions	
135166	Emergency equipment. Operation on land or uninhabited jungle	Operator's responsibility	
135167	Emergency equipment. Operation on Large extensions of water and off-shore operations with helicopters.	Title Only	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
135.167(a)	Operate an aircraft over large expanses of water.	Title Only	
135.167(a)(1)	A life preserver equipped with locator light to survive.	Operator's responsibility	
135.167(a)(2)	Approved liferafts	Operator's Responsibility	
135.167(b)	Liferafts	Operator's Responsibility	
135.167(c)	Emergency locator transmitter fixed to one of the boats.	Operator's Responsibility	
135.167(d)	Helicopters operating in fixed or floating platforms.	Not Applicable	
135.167(e)	Operation over a large expanse of water.	Definitions	
135169	Additional airworthiness requirements.	Title Only	
135.169(a)	Operation of a large airplane.	Operator's Responsibility	
135.169(b)	Operation of a small plane with a conventional engine or turboprop, with 10 passenger seats or more.	Operator's Responsibility	
135.169(c)	Small plane with a passenger configuration of 10 seats or more.	Operator's Responsibility	
135.169(d)	Cargo or baggage compartments:	Not Applicable	
135.169(e)	Reports of conversions and reconfigurations (retrofit.)	Not Applicable	
135.170	Materials for compartment interiors.	Not Applicable	
135171	Shoulder harness installation at flight crewmember stations.	Title Only	
135.171(a)	The reaction plane or having 10 passenger seats or more	Compliant	
135.171(b)	Seat belts and shoulder to crew placed and adjusted during takeoffs and landings.	Operator's Responsibility	
135.173	Airborne thunderstorm detection equipment requirements.	Compliant	RDR2000 (standard) or RDR 2100 (optional)
135.175	Airborne weather radar equipment requirements.	Compliant	RDR2000 (standard) or RDR 2100 (optional)
135.177	First Aid Kit	Operator's Responsibility	There is dedicated location for First Aid Kit installation
135.178	Except to paragraph (g) of this section which is applicable to any aircraft, no person may operate an airplane having a passenger seating configuration of more than 19 seats, unless it has the additional emergency equipment specified in paragraphs (a) through (l) of this section.	Title Only	
135.178(a) to (f)	Additional emergency equipment.	Not Applicable	
135.178(g)	Exterior exit markings. Each passenger emergency exit and the means of opening that exit from the outside must be marked on the outside of the airplane. There must be a 5 cm(2-inch) colored band outlining each passenger emergency exit on the side of the fuselage. Each outside marking, including the band, must be readily distinguishable from the surrounding fuselage area by contrast in color. The markings must comply with the following:	Compliant	
135.178(g)(1)	If the reflectance of the darker color is 15 percent or less, the reflectance of the lighter color must be at least 45 percent.	Compliant	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
135.178(g)(2)	If the reflectance of the darker color is greater than 15 percent, at least a 30 percent difference between its reflectance and the reflectance of the lighter color must be provided.	Compliant	
135.178(g)(3)	Exits that are not in the side of the fuselage must have the external means of opening and applicable instructions marked conspicuously in red or, if red is inconspicuous against the background color, in bright chrome yellow. Additionally, when the opening means for such an exit is located on only one side of the fuselage, a conspicuous marking to that effect must be provided on the other side. "Reflectance" is the ratio of the luminous flux reflected by a body to the luminous flux it receives.	Compliant	
135.179	Inoperable instruments and equipment.	Title Only	
135.179(a)	Aircraft with inoperative instruments and equipment installed	Operator's Responsibility	
135.179(b)	The following instruments and equipment may not be included in the MEL:	Definitions	
135.179(c)	Special Flight Permit	Operator's Responsibility	
135.180	Traffic Alert and Collision Avoidance System.	Compliant	TCAS II, type 7.1
135181	Performance requirements: Aircraft operated in IFR conditions.	Operator's Responsibility	
135183	Performance requirements: Land aircraft operated over water.	Title Only	
135.183(a)	Operating at an altitude required to achieve land in case of engine failure;	Compliant	
135.183(b)	Operation needed for takeoff and landing;	Operator's Responsibility	
135.183(c)	Multi-engined aircraft - maximum weight	Compliant	
135.183(d)	Helicopter equipped with flotation device	Not Applicable	
135185	Empty weight and center of gravity: Currency requirement.	Title Only	
135.185(a)	Empty weight and center of gravity calculated within the previous 36 months.	Operator's Responsibility	
135.185(b)	Exceptions.	Operator's Responsibility	
135201	Applicability	Definitions	
135203	VFR: Minimum altitudes.	Operator's Responsibility	
135205	VFR: Visibility requirements	Operator's Responsibility	
135207	VFR: Helicopter surface reference requirements.	Operator's Responsibility	
135209	VFR: Fuel supply.	Operator's Responsibility	
135211	VFR: Over-the-top carrying passengers: Operating limitations.	Operator's Responsibility	
135213	Weather reports and forecasts	Operator's Responsibility	
135215	IFR: Operating limitations	Operator's Responsibility	
135217	IFR: Takeoff limitations	Operator's Responsibility	
135219	IFR: Destination airport weather minimums	Operator's Responsibility	

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
135221	IFR: Alternate airport weather minimums.	Operator's Responsibility	
135223	IFR: Alternate airport requirements	Operator's Responsibility	
135225	IFR: Takeoff, approach and landing minimums	Operator's Responsibility	
135227	Icing conditions: Operating limitations	Operator's Responsibility	
135229	Airport requirements.	Operator's Responsibility	
135241	Applicability	Definitions	
135242	Flight Crew General...	Operator's Responsibility	
135243	Pilot in command qualifications.	Operator's Responsibility	
135244	Operational experience: Pilot in Command...	Operator's Responsibility	
135245	Prerequisites for Second in Command...	Operator's Responsibility	
135247	Recent experience: Pilot in Command....	Operator's Responsibility	
135249	Reserved	Not Applicable	
135.261 to 135.273	Applicability	Operator's Responsibility	
135.291 to 135.303	Applicability.	Operator's Responsibility	
135.321 to 135.351	Applicability and terms used.	Operator's Responsibility	
135.361	Applicability	Definitions	Preamble to Section 5 of AFM
135411	Applicability.	Operator's Responsibility	
135412	Facilities and Resources for Maintenance, Preventive Maintenance, Modifications and Repairs.	Operator's Responsibility	
135413	Responsibility for airworthiness.	Operator's Responsibility	
135415	Service Difficulty Report (Operational)	Operator's Responsibility	
135416	Service Difficulty Report (Structural)	Operator's Responsibility	
135417	Mechanical interruption summary report.	Operator's Responsibility	
135419	Approved aircraft inspection program	Operator's Responsibility	
135421	Additional maintenance requirements	Title Only	
135.389	Aircraft not included in the transport category: the takeoff limitations	Compliant	Section 5 of AFM = Operator's analysis
135.391	Aircraft not included in the transport category: limitations in route with a engine inoperative	Compliant	Section 5 of AFM + Operator's analysis
135.393	Aircraft not included in the transport category: landing limitations on aerodrome destination	Compliant	Section 5 of AFM + Operator's analysis
135.395	Aircraft not included in the transport category: landing limitations on aerodrome alternative	Compliant	Section 5 of AFM + Operator's analysis
135.397	Small transport category airplanes: performance operating limitations	Not Applicable	
135.398	Performance Operating Limitations: commuter category airplanes	Compliant	
135.399	Small aircraft are not included in the transport category: Operating limitations performance	Compliant	Section 5 of AFM + Operator's analysis

ITEM	TITLE	COMPLIANCE	APPLICANT REMARKS
135.421(a)	Type certificated aircraft with a configuration of 9 seats for passengers or less	Not Applicable	
135.421(b)	Manufacturer's maintenance program	Compliant	
135.421(c)	Single-engine airplane used in operations under IFR passenger transport	Not Applicable	
135.421(d)	Single-engine airplane used in operations under IFR, carrying passengers...	Not Applicable	
135.421(e)	Single-engine airplane carrying passengers in IFR conditions	Not Applicable	
135423	Maintenance, preventive maintenance, and alteration organization	Operator's Responsibility	
135425	Maintenance, preventive maintenance, and alteration programs	Operator's Responsibility	
135427	Manual requirements	Operator's Responsibility	
135429	Required inspection personnel	Operator's Responsibility	
135431	Continuing analysis and surveillance	Operator's Responsibility	
135433	Maintenance and preventive maintenance training program	Operator's Responsibility	
135435	Certificate requirements.	Operator's Responsibility	
135437	Authority to perform and approve maintenance, preventive maintenance, and alterations.	Operator's Responsibility	
135439	Maintenance recording requirements	Title Only	
135441	Transfer of maintenance records	Title Only	
135443	Airworthiness documentation and notes in the Aircraft Maintenance Records	Operator's Responsibility	