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Washington, D.C.

FLIGHT STANDARDIZATION BOARD REPORT

Revision: 2

Hawker Beechcraft Corporation

BE-1900

Date: 02/28/2011

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RECORD OF REVISIONS

Revision Number	Sections	Date	Chairman
1900/1900C (Original)		11/30/1983	Argil L. Axford
1900D (Original)	All	04/16/1992	Kenneth W. Davis
1	All	09/28/2010	Johnathon A. Vetter
2	Appendix 4	02/28/2011	Johnathon A. Vetter

Highlights of Changes:

Revision 1: --Consolidate 1900/1900C and 1900D FSB Reports into current FSB Report Format.
--Publish 1900C and 1900D Compliance Checklist for 121 Delayed Compliance Rules per 14 CFR 121.2
--Publish 1900D to 1900/1900C MDR and ODR.

Revision 2: --Revise BE-1900D Delayed Compliance with 121.293. (Pg. 31 of 37)

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1. PURPOSE AND APPLICABILITY

1.1 This report specifies master training, checking, and currency requirements applicable to crews operating Hawker Beechcraft Corporation (HBC) Model 1900 (BE-1900) aircraft. This report also addresses specific issues regarding the operation of BE-1900 aircraft other than under 14 CFR Part 91, 121, 135. This report provides guidance to operators under 14 CFR Part 91 & 135, FAA Principal Inspectors, Part 142 Training Centers, Part 141 Approved Schools and other training providers. Provisions of this report:

- Determination of Pilot Type Rating.
- Identify training, checking and currency requirements.
- Establish Master Common Requirements.
- Establish Master Difference Requirements.
- Provide sample Differences Tables.
- Review AFM and Checklist procedures for operational suitability.
- Describe acceptable training program and training device characteristics.

1.2 This report addresses BE-1900 series aircraft as specified in the FAA Type Certificate Data Sheet (TCDS) # A24CE.

1.3 The provisions of this Flight Standardization Board (FSB) report are effective until amended, superseded, or withdrawn by subsequent revisions to this report.

1.4 Determinations made in this report are based on the evaluations of specific BE-1900 aircraft equipped in a given configuration and in accordance with current regulations and guidance. Modifications and upgrades made to the models described herein, or introduction of new related aircraft, may require amendment of the findings in this report. The FSB reserves responsibility/authority to re-evaluate and modify sections of this report based on new or revised Advisory Circular material or CFR, aircraft operating experience, or the testing of new or modified aircraft under the provisions of AC 120-53 and/or Common Procedures Document for Conduction Operational Evaluation Boards, 10 June 2004.

1.5 Relationship between this FSB report and an AQP program. Differences between this FSB report and an operator’s proposed training, checking, and currency requirements under an Advanced Qualification Program (AQP), must be justified and documented as part of the applicant's AQP approval process. Program approvals under AQP need to ensure the basic provisions and requirements of this report have been addressed and, where necessary, coordination with the appropriate Flight Standardization Board has been completed**.**

1.6 Terminology. The term "must" is used in this FSB report and certain MDR footnotes, if used, even though it is recognized that this report (as well as AC 120-53, on which it’s based) provides one acceptable means, but not necessarily the only means of compliance with 14 CFR Part 91, 121, 135 training requirements. This terminology acknowledges the need for operators to fully comply with this FSB report and MDR and ODR provisions if AC 120-53, is to be used

by the operator as the means of complying with 14 CFR Part 91, 121, 135. Operators who choose this method must comply with each applicable MDR provision, including any footnotes.

1.7 This report includes:

a) minimum requirements which must be applied by FAA field offices, (e.g. MDRs, Type Rating designations, etc.),

b) information which is advisory in general, but is mandatory for particular operators if the designated configurations apply and if approved for that operator (e.g. MDR footnotes, acceptable ODR tables), and

c) information which is used to facilitate FAA review of an aircraft type or related aircraft that is proposed for use by an operator (e.g. compliance checklist).

Various sections of this report are qualified as to whether compliance (considering the provisions of FAA Advisory Circular 120-53) is required or is advisory in nature.

1.9 Relevant acronyms are defined as follows:

AC	Advisory Circular
AFM	Airplane Flight Manual
AP	Autopilot
AQP	Advanced Qualification Program
CCD	Cursor Control Device
CHDO	Certificate Holding District Office
EFB	Electronic Flight Bag
EFIS	Electronic Flight Instrument System
EGPWS	Enhanced Ground Proximity Warning System
FGS	Flight Guidance System
FMA	Flight Mode Annunciator
FMS	Flight Management System
FSB	Flight Standardization Board
FTD	Flight Training Device
HBC	Hawker Beechcraft Corporation
IOE	Initial Operating Experience
LOFT	Line Oriented Flight Training
MMEL	Master Minimum Equipment List
MDR	Master Differences Requirements
ND	Navigation Display
ODR	Operator Differences Requirements
PFD	Primary Flight Display
POI	Principal Operations Inspector
QRH	Quick Reference Handbook
RAAS	Runway Awareness Advisory System
SOE	Supervised Operating Experience
TAWS	Terrain Awareness and Warning System
TCAS	Traffic Alert and Collision Avoidance System
TCDS	Type Certificate Data Sheet
TCE	Training Center Evaluator
TCPM	Training Center Program Manager
VNAV	Vertical Navigation

2. PILOT TYPE RATING REQUIREMENTS

2.1 Background Summary

Models 1900 and 1900C were evaluated November 14-18, 1983 by the FSB with Report dated November 30,1983. Model 1900 & 1900C received Type Design Approval with TCDS A24CE to SFAR 41 design requirements on November 22, 1983

The FSB evaluated the 1900 statically and in flight through all maneuvers required by FAR 61, Appendix A, including night operations using S/N UA-3. The consensus of the FSB was the Model 1900/1900C required a type rating in accordance with FAR 61.31. The Model 1900/1900C is a derivative model of TCDS A24CE that includes other models less than 12,500 pounds that do not require a pilot type rating. The Model 1900/1900C is the first model on TCDS A24CE to receive a pilot type rating designation. Pilots completing a Practical Test in the Model 1900/1900C are issued the "BE-1900" pilot type rating.

Model 1900/1900C is designated "BE-1900" pilot type rating on January 9, 1984.

NOTE: The Model 300 pilot type rating was added as the same "BE-1900" pilot type rating February 7,1984. The pilot type rating was subsequently revised December 6,1984 to a common pilot type rating "BE-300, BE-1900" for Models 300, 1900 & 1900C. The Model 300LW was added to the common pilot type rating "BE-300, BE-1900" on June 17,1988. The Model B300 was added to the common pilot type rating "BE-300, BE-1900" on February 15, 1990. The "BE-300, BE-1900" pilot type rating was issue to pilots for a Practical Test completed in any of the 5 models until November 6, 1991. After November 6, 1991 the BE-300 and BE-1900 are issued as separate pilot type ratings.

Model 1900D was evaluated September 30, 1991 with FSB Report dated April 16,1992. Model 1900D received Type Design Approval with TCDS A24CE to 14 CFR Part 23 Commuter Category design requirements on March 19,1991.

The FSB determined to evaluate the Model 300, B300, 1900C and 1900D differences due to the continuing development of new models on TCDS A24CE. October 8,1991 the FSB recommend the "BE-300, BE-1900" common pilot type rating be split with the addition of the Model 1900D. The Model 1900D is given the same pilot type rating "BE-1900" with the Model 1900 and 1900C. Pilot with the common pilot type rating "BE-300, BE-1900" retain both pilot type ratings. Pilots completing a Practical Test in Models 1900, 1900C or 1900D are issued the "BE-1900" pilot type rating.

The Models 1900, 1900C and 1900D are designated the "BE-1900" pilot type ratings on November 6,1991.

2.2 Pilot Type Rating Determination

2.2.1 Type Rating. In accordance with the provisions of 14 CFR Parts 61, 121, 135, AC 120-53, and the Common Procedures Document a specific pilot type rating is assigned to the BE-1900 aircraft and is designated "BE-1900" This BE-1900 Type Rating designation is applicable to HBC Models 1900, 1900C and 1900D.

2.2.2 Second-In-Command (SIC) Type Rating. In accordance with the provisions of 14 CFR 61.55, FAA Order 8900.1 and AC 120-53, a SIC pilot type rating is assigned to Models 1900/1900C/1900D and is designated "BE-1900" with Limitation for “BE-1900 SIC Privileges Only”.

2.2.3 SIC Required Limitation on Type Rating. In accordance with the provisions of 14 CFR 61.43(b)(3)FAA Order 8900.1 and AC 120-53, a pilot type rating may be issued with Limitation “BE-1900 Second-In-Command Required” for the BE-1900 designated "BE-1900".

3. MASTER REQUIREMENTS

3.1 Common Requirements (All BE-1900s).

3.1.1. Landing Minima Categories, 14 CFR 97.3. The BE-1900 is considered Category C aircraft for the purposes of determining "straight-in landing weather minima.

For circling approaches, “Flaps 17” for 1900D and “Flaps Approach” for 1900/1900C are used. The circling minima to be used are as specified in operations specifications for each operator as follows:

a) For operators with Automated Standard Operations Specifications (Paragraph C53(c)), circling minimums are as specified for the actual approach speed (KIAS) to be used for a circling maneuver, or

b) If automated operations specifications have not been issued, circling minimums are as designated by current Standard Operations Specifications and 14 CFR 97.3.

3.1.2. Normal “Takeoff Flap Setting” is “Flaps Up”, “Flaps Takeoff” or “Flaps Approach” for 1900/1900C and “Flaps Up” or “Flaps 17” for 1900D.

3.1.3 Normal "Final Landing Flap Setting", 14 CFR 91.126 (c). The normal "final landing flap setting" per 14 CFR 91.126 (c) is considered to be "Flaps Landing" for 1900/1900C and “Flaps 35” for 1900D. Landing with flaps other than these "Final Landing Flap Setting" is an Abnormal Procedure by Type Design.

3.1.4 “No Flap” Approach and Landing and “Jammed Stabilizer” are not waved. Training and Checking are in accordance with existing requirements.

3.1.5 Special/Unique Requirements. The 1900D has Reduced Power Normal Takeoff for “Flaps 17” and specific conditions per the AFM.

3.2 Master Difference Requirements.

3.2.1 Master Difference Requirements Tables. Master Difference Requirements (MDRs) for related aircraft of the BE-1900 are shown in Appendix 1. These provisions apply when differences between related aircraft exist which affect crew knowledge, skills, or abilities related to flight safety (e.g., Level A or greater differences).

3.2.2 MDR Footnotes. Footnotes to MDR requirements define acceptable "required means" or "alternate means" of compliance. A footnote can indicate requirements that are less restrictive than the basic designation, or more restrictive than the basic designation, depending on the significance of the differences between related aircraft.

4. ACCEPTABLE "OPERATOR DIFFERENCE REQUIREMENTS" (ODR) TABLES

4.1 ODR Tables. ODR tables are used to show an operator's compliance method. ODR tables for operators conducting mixed fleet operations, using the BE-1900/1900C, and BE-1900D are shown in Appendix 2. The ODR tables represent an acceptable means to comply with MDR provisions based on those differences and compliance methods shown. The tables do not necessarily represent the only acceptable means of compliance for operators with airplanes having other differences, where compliance methods (e.g., devices, simulators, etc.) are different. For operators flying the BE-1900/1900C, and the BE-1900D the ODR tables in Appendix 2 have been found acceptable, and therefore, may be approved by a POI for a particular operator.

4.2 Operator Preparation of ODR Tables. Operators flying a “mixed fleet” of BE-1900 and other related aircraft must have approved ODR tables pertinent to their fleet.

4.3 ODR Table Coordination. Unless identical or equivalent ODR tables have been previously approved by the FAA, new ODR tables proposed by operators should be coordinated with the FSB prior to FAA approval and implementation. FSB coordination ensures consistent treatment of related BE-1900 aircraft between various operators, and compatibility of each ODR table with MDR provisions.

4.4 ODR Table Distribution. Original FAA approved ODR tables based on the Sample Differences Tables are to be retained by the operator. Copies of FAA approved ODR tables are to be retained by the Certificate Holding District Office (CHDO) and should be provided to the BE-1900 FSB Chairman at the applicable AEG.

5. FSB SPECIFICATIONS FOR TRAINING

5.1 General

5.1.1 Assumptions Regarding Airmen's Previous Experience. The provisions of this Section apply to programs for airmen who have previous experience in multi-engine turbo-propeller powered airplanes. For airmen not having this experience, additional requirements may be appropriate as determined by the POI, FSB, and/or AFS-200.

5.1.2 Training for Seat Dependent Tasks. Accomplishment of certain tasks, procedures, or maneuvers requires training of a crewmember for a particular crew position (e.g. captain, first officer, check airman, etc.). Training programs should recognize and address the necessary seat/position related tasks for the applicable crewmember. Accordingly, training programs should address seat dependent tasks or maneuvers to the extent necessary to satisfy crew qualification objectives and should be in accordance with ODR tables when applicable.

5.1.3 Second-In-Command Training Tasks. Flight Crews qualify to serve as SIC must accomplish certain tasks, procedures or maneuvers for the SIC crew position. Training programs should address all training elements of 14 CFR 61.55, 135.345 and/or 121.419 in accordance with FAA Order 8900.1. SIC Pilot Type Rating may be issued in accordance with 14 CFR 61.55(d) or (e) provided training required by 14 CFR and FAA Order 8900.1, including tasks stipulated by this report, are completed.

5.2 Pilots Initial, Transition and Upgrade Training

5.2.1 Pilots Initial, Transition and Upgrade Ground Training, 14 CFR 121.419 or 135.345. Initial, transition, or upgrade ground training for the BE-1900 is accomplished as specified by 14 CFR 121.419(135.345) or an approved AQP program. No unique provisions or requirements are specified. Training program hours may be reduced as specified in 14 CFR 121.405 or 135.325.

5.2.2 Pilots Initial, Transition and Upgrade Flight Training. Initial, transition, or upgrade flight training for the BE-1900 is accomplished as specified by 14 CFR 121.424 or 135.347 or an approved AQP program. No unique provisions or requirements are specified. Training program hours may be reduced as specified in 14 CFR 121.405 or 135.325.

5.2.3 Crewmember Emergency Training. Crewmember emergency training should be conducted for the BE-1900 in accordance with 14 CFR 121.417 & 135.331. The objective of emergency training for the BE-1900 aircraft is to provide crewmembers with the necessary knowledge concerning emergency equipment, situations, and procedures, to ensure implementation of the correct actions in the event of an emergency.

Emergency training consists of instruction on the location, function, and operation of emergency equipment that is different in each related aircraft of the BE-1900 and from other aircraft in the operator's fleet. Where emergency equipment is common, instruction may be adjusted for crewmembers qualified and current on this equipment, provided records are available which demonstrate that crewmembers meet 14 CFR 121.417 or 135.331 requirements. For example, if

the fire extinguishers are common to fire extinguishers on other aircraft in the operator's fleet, training may be simultaneously credited for both aircraft. Conversely, for equipment that is unique to the BE-1900, training on the emergency equipment for each related aircraft is required.

Emergency training also consists of instruction in crewmember emergency assignments and procedures including crew coordination and communication, the handling of emergency or other unusual situations, and emergency performance and observation drills, that are specific to each related aircraft of the BE-1900.

In accordance with 14 CFR 121.417 or 135.331 and FAA Order 8900.1, emergency training requirements refer to two types of training: "general" emergency training and "aircraft-specific" emergency training. General emergency training is instruction on those emergency items that are common to the BE-1900 and all aircraft in the operator's fleet, e.g., instruction on fire extinguishers and firefighting procedures, if common to all aircraft. Aircraft-specific emergency training is training on those items that are specific to the BE-1900 aircraft. An example of aircraft-specific emergency training is instruction on the location of emergency equipment for each related aircraft of the BE-1900 aircraft.

As part of an approved training program, an operator may use many methods when conducting aircraft-specific emergency training, including classroom instruction, pictures, videotape, ground training devices, computer-based instruction, and static aircraft training.

There are no specified training program hours for Crewmember Emergency Training. A chart addressed in 8900.1 provides "national norms" for the approval of the general emergency training program hours. The complexity of the different related aircraft of the BE-1900 and the complexity of the type of operation to be conducted should be considered when approving the BE-1900 aircraft-specific emergency training.

5.2.4 Areas of Emphasis. The following areas of emphasis should be addressed during ground and flight training: (examples follow)

a) 1900D: EFIS function and procedures should be emphasized throughout training. Special significance should be placed on Display Processor Unit (DPU) failures and EFIS Reversionary Switching. Use of Composite Mode should be trained to conduct Precision and Non-Precision Approaches, with and without the Flight Director.

b) 1900/1900C/1900D: Aircraft performance must be emphasized. The 1900/1900C (SFAR 41) and 1900D (Commuter Category) are certificated to very different performance requirements. There must be a thorough understanding of the respective aircraft performance in mixed fleet flying.

c) 1900D: Training in the use of Reduced Power Takeoffs must be emphasized. A good understanding of AFM criteria to conduct Reduced Power Takeoffs is necessary.

5.2.5 Training for Seat Dependent Tasks. Accomplishment of certain tasks, procedures, or maneuvers require training of a crewmember for a particular crew position (i.e. captain, first officer, check airman, etc.). Training programs should recognize and address the necessary seat/position related tasks for the applicable crewmember. Accordingly, training programs should address seat dependent tasks or maneuvers to the extent necessary to satisfy crew qualification objectives and ODR tables when applicable.

Procedures Which Have Seat Dependent Elements include the following:

a) Cockpit Preflight
b) Rejected Takeoff
c) Engine Fire and Failure During Takeoff after V1
d) Abnormal Procedures for One-Engine-Inoperative and Landing
e) Manual Gear Extension

5.2.6 Second-In-Command Crew Training. SIC crew training is accomplished as specified in 14 CFR 61.55, 135.345 and 121.419. Approved training programs should address tasks stipulated in FSB Specifications for Training; Areas of Emphasis, Training for Seat Dependent Tasks and SIC Crew Training.

5.3 Differences Training (14 CFR 121.418 or 135.347).

5.3.1 General. Unless an initial or standard transition program is completed for each related aircraft, differences training is necessary for each related aircraft or type, as provided in MDR and ODR tables. These ODR tables are provided as generic, and therefore may not include items that are applicable to particular operators.

a) A Differences Training Program prerequisite is that a trainee has completed initial, upgrade, or transition training in one related aircraft and will receive differences training for the other related aircraft.
b) When a Differences Training Program involves related aircraft having the same Pilot Type Rating, coverage of differences may be completed either coincident with each phase of an initial, upgrade, or transition training course, or following completion of that training course. The differences training must be consistent with the provisions of the approved applicable MDR/ODR Tables.

5.3.2 Differences Ground Training. Differences ground training is required on the topics applicable to the pertinent related aircraft and is shown by applicable ODR tables.

5.3.3 Differences Flight Training. Difference flight training is required in the topics and maneuvers applicable to the pertinent related aircraft that is shown by applicable ODR tables. For an Advanced Qualification Program (14 CFR Part 121, Subpart Y), "flight qualification events" must be consistent with items specified by the applicable ODR tables.

5.4 Recurrent Training:

5.4.1 Recurrent Ground Training. Courses must include appropriate training in accordance with 14 CFR 121.427 or 135.351 or an approved AQP program for each related BE-1900 aircraft as specified by MDR and ODR tables for differences training.

5.4.2 Recurrent Flight Training. Courses require appropriate maneuvers and procedures identified in 14 CFR Part 121, Appendix F, 14 CFR 135.351, or as otherwise described in this report or approved for an AQP in accordance with 14 CFR Part 121, Subpart Y. Maneuvers and procedures must account for differences between each related BE-1900 aircraft operated. The ODR table(s) must identify the differences.

5.4.3 Recurrent training consideration for Mixed Fleet Flying Operations. When 1900/1900C/1900D Mixed Fleet Flying Operations are conducted a plan for recurrent training and checking must address aircraft differnces.

5.4.4 Training program hours for Recurrent Training may be reduced as specified in 14 CFR 121.405 or 135.325.

5.4.5 Substitution of Proficiency Check for Recurrent Training may be granted as specified in 14 CFR 135.351(c) provided all tasks specified for Recurrent Flight Training are accomplished on the Proficiency Check.

5.5 Other Training:

5.5.1 LOFT Programs (14 CFR 121.409(b)(3)). When operators have LOFT programs and several related BE-1900 aircraft, POIs should review LOFT credits to assure suitability for each related BE-1900 aircraft.

6. FSB SPECIFICATIONS FOR CHECKING

6.1 General

6.1.1 Checking Items. Pertinent knowledge, procedures, and maneuvers specified by 14 CFR 61, FAA Practical Test Standards (PTS), 14 CFR 135 and 14 CFR 121, Appendix F, pertinent to multi-engine turbojet transport aircraft apply.

6.1.2 Specific Flight Characteristics. No Specific Flight Characteristics are applicable to the Model 1900

6.1.3 Areas of emphasis. The following areas of emphasis should be addressed during checks:

a) Aircraft Performance calculation and aircraft handling to achieve performance.
b) For 1900D, selection and use of EFIS displays, raw data, flight director, and Reversion/Composite modes, including DPU failure, should be demonstrated.

6.1.4 No Flap Landings. Demonstration of a No Flap approach and landing during an 14 CFR 61, 14 CFR 135 or 14 CFR 121 Appendix F check is appropriate. In accordance with Order 8900.1, when the flight test is conducted in the airplane in actual flight, a touchdown from a no flap is not required. However, the performance and handling of the Model 1900 is such that it is acceptable to conduct No Flap Landings to a full stop.

6.2 Type Ratings

6.2.1 Oral Examinations. Oral examinations for the BE-1900 may be completed at the end of the academic phase of training. Oral test items need only address the model for which the test is being conducted when qualification is sought on only the one 1900 variant being tested.

6.2.2 Practical Tests. Practical tests may follow standard provisions of 14 CFR 61, or approved Line Operational Evaluation (LOE) provisions of AQP. The satisfactory completion of a practical type rating evaluation in any BE-1900 will meet the requirement for the BE-1900 type rating. In order to operate another related aircraft, crewmembers operating under 14 CFR Part 121 or 135 are required to satisfactorily comply with the requirements of the MDR and ODR tables in Appendices 1 and 2. The same requirement should be followed by flight crewmembers operating under 14 CFR Parts 91 or 125.

6.2.3 Application for and Issuance of Type Ratings. Airmen completing pertinent 14 CFR 61 requirements or AQP provisions in either a BE-1900 in accordance with FSB requirements described in this report, may apply to the FAA for the BE-1900 type rating endorsement. Upon completion of required tests, and submission of an application (FAA Form 8710-1), authorized FAA inspectors or designees may issue the necessary pilot certificate with type rating.

6.3 Proficiency Checks

6.3.1 General. Proficiency Checks are administered as designated in 14 CFR 121.441 and 14 CFR 121, Appendix F, in accordance with an approved AQP or 135.293/297, for the BE-1900. These checks must be administered by an authorized check airman, or FAA Aviation Safety Inspector. A proficiency check in either the BE-1900/1900C or BE-1900D suffices for the BE-1900 type rating provide the check is administered by an Aircrew Program Designee, or FAA Aviation Safety Inspector. Satisfactory completion of a proficiency check may be substituted for recurrent flight training as permitted in 14 CFR 121.433(c).

6.3.2 Proficiency Checks for Mixed Fleet Flying. Proficiency Checks for Mixed Fleet Flying should alternate checks each 6 months for PICs and annually for SICs between 1900/1900C and 1900D aircraft. Aircraft Differences must be addressed in accordance with the MDR and ODR tables for that operator

7. FSB SPECIFICATIONS FOR CURRENCY

7.1 Recency of Experience Required by 14 CFR 121.439, 135.247 and 61.57. Model 1900 Recency of Experience is inclusive of 1900/1900C and 1900D provided training, checking and currency requirements are maintained in accordance with the MDR and ODR Tables. Landing currency is common to all 1900 models.

7.2 Currency for Mixed Fleet Flying Operations. These are shown in MDR/ODR tables.

8. FSB SPECIFICATIONS FOR IOE / SOE

8.1 Operating Experience (14 CFR 121.434 and AC 120-53):

8.1.1 Operating Experience Pertinent to Each Flight Crewmember. Operating experience must be obtained while serving in a primary crew position. PIC Operating Experience should be conducted in the left pilot seat. SIC Operating Experience should be conducted in the right pilot seat. This stipulation is consistent with Seat Dependent Task Training Elements.

8.1.2 Operating Experience for Mixed Fleet Flying Operations. Operating experience for the BE-1900 may be accomplished in any related BE-1900 aircraft provided training, checking and currency requirements are maintained in accordance with the MDR and ODR Tables.

8.1.3 Supervised Operating Experience (SOE). SOE required for a PIC Type Rating in accordance with 14 CFR 61 pilot certification must be accomplished from the left pilot seat. SOE required by pilot certification should include all preflight planning and normal operating procedures.

9. ADDITIONAL FINDINGS AND RECOMMENDATIONS (Reserved)

10. AIRCRAFT REGULATORY COMPLIANCE

10.1 Compliance Checklist (see Appendix 4).

Compliance checklists are provided as an aid to FAA Certificate Holding District Offices (CHDO) in identifying those specific rules or policies for which compliance has already been demonstrated to the FAA for aircraft having a particular aircraft type certificate. The checklist also notes rules or policies not demonstrated to the FSB, which must be demonstrated to CHDOs by operators.

10.2 Discussion of Specific Compliance Items

10.2.1 BE-1900 Observer Seat. The BE-1900 aircraft do not have a dedicated Forward Observer Seat in original type design. The left forward passenger seat in a 19 passenger seat configuration complies with the observer seat requirements of 14 CFR 121.581 and 135.75 by utilizing the most forward passenger seat, passenger oxygen mask with the addition of audio capability at the seat location. This most forward passenger seat location is adequate for Enroute Inspection and Line Checks per 14 CFR121.440 and 135.299. The completion of Proficiency Checks or Pilot Type Rating Practical Tests may require additional equipage. For Single Pilot evaluations the right pilot seat is an available observer seat.

10.2.2 Emergency Evacuation. The Model 1900 has a maximum passenger seating capacity of 19 passengers. The Model 1900 maximum passenger seating capacity is below the number required by 14 CFR 121.291 to accomplish an Emergency Evacuation Demonstration. An Emergency Evacuation Demonstration in any Model 1900 variant satisfies the requirements for all variants.

10.2.3 Ditching. The Model 1900 has not been demonstrated for Ditching in accordance with 14 CFR Part 121 Appendix D. The Model 1900 is not certificated for ditching under the ditching provisions of 14 CFR Part 25.

10.2.4 Proving Tests, 14 CFR 121.163 or 135.145. Proving tests in accordance with 14 CFR 121.163 or 135.145 are appropriate in accordance with FAA Order 8900.1, Vol. 3, Chapter 9, when the BE-1900 is new to a particular operator. Proving test requirements and reductions are as designated by FAA Order 8900.1 and the CHDO, or as otherwise specified by the FSB or AFS-200.

11. FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

11.1 Device and Simulator Characteristics. Device and simulator characteristics are designated in AC 120-40 and 120-45 (as amended). The acceptability of differences between devices, simulators, and aircraft must be addressed by the POI/TCPM.

11.2 Device Approval. Requests for device approval should be made to the POI/TCPM. The POI/TCPM may approve these devices for that operator if their characteristics clearly meet the established FAA criteria and have been approved by the National Simulator Program (NSP).

12. APPLICATION OF FSB REPORT

12.1 Relevant parts of this report (e.g. Type Rating Designation, checking maneuvers, etc.) are effective when the report is approved by the FAA.

13. ALTERNATE MEANS OF COMPLIANCE

13.1 Approval Level and Approval Criteria. Alternate means of compliance to this report must be approved by the FSB. If alternate means of compliance is sought, operators will be required to establish that the proposed alternate means provides an equivalent level of safety to the provisions of AC 120-53, and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

13.2 Equivalent Safety. In the event alternate means of compliance is sought, training program hour reductions, simulator approvals, and device approvals, may be significantly limited and reporting requirements may be increased to assure equivalent safety. AFS-200 will generally not consider relief by alternate means of compliance unless sufficient lead time has been planned by an operator to allow for any necessary testing and evaluation.

13.3 Interim Programs. In the event unforeseen circumstances make it impossible for an operator to comply with MDR provisions, the operator may seek interim program approval rather than a permanent, alternate compliance method. Financial arrangements, scheduling adjustments, and similar justifications are not considered to be "unforeseen circumstances" for the purposes of this provision.

APPENDIX 1

MASTER DIFFERENCE REQUIREMENTS (MDR) TABLE

Type Rating: BE-1900		FROM AIRPLANE		
		BE-1900/1900C	BE-1900D	
TO AIRPLANE	BE-1900/1900C	B/B/B **1**	C/B/B	
	BE-1900D	D/C/C	B/B/B **2**	

NOTES

1) Differences within the 1900/1900C variant are the Fuel System and specific aircraft equipage.

2) Differences within 1900D are specific aircraft equipage.

APPENDIX 2

ACCEPTABLE OPERATOR DIFFERENCE REQUIREMENTS (ODR) TABLES

SAMPLE DIFFERENCES TABLE DIFFERENCE AIRCRAFT: BE-1900D BASE AIRCRAFT: BE-1900/1900C				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
General Airplane Configuration	1900/1900C Part 23 & SFAR 41 1900D Part 23 Commuter Category	Yes	Yes	X				A	B
Weights	Weights vary slightly by model and modification status, including GW increase	No	No	X				A	B
Airworthiness Limitations	Numerous changes in system design to address Rotor Burst criteria. Changed Fatigue Life.	No	No	X				A	B
Placards and Markings	Different Placards listed in AFM/POH	No	No	X				A	B
Servicing	Similar								
Engines	1900/1900C has PT6A-65B 1900D has PT6A-67D	Yes	Yes		X			B	B
Flight Deck	Wide center pedestal, Revise Overhead Panel, Various Instrument Panel Changes	No	No	X				A	B
Instrument Panel Layout	1900D has Collins EFIS-84	No	Yes				FFS	C	C
Cabin	New interior design but same max. pax. configuration.	No	No	X				A	B
Flight Controls	1900D adds Aileron Rudder interconnect and Rudder Boost option. 1900/1900C has Power Steering option	Yes	Yes		X			B	B
Aerodynamic Controls	1900/1900C have 4 position Flaps 1900D has 3 position Flaps	Yes	Yes				FFS	C	C

SAMPLE DIFFERENCES TABLE DIFFERENCE AIRCRAFT: BE-1900D BASE AIRCRAFT: BE-1900/1900C				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Preflight	Various Exterior, Interior and Cockpit changes	No	Yes		X			B	B
Engine Start	Start procedures and characteristics	No	Yes		X			B	B
Taxi	Early 1900/1900C had Power Steering	Yes	Yes		X			B	B
Takeoff	1900/1900C Takeoff Distance is to 50 ft. with no Accelerate Stop consideration. 1900D Takeoff Distance is to 35 ft. and considers factors listed in AFM 1900D has Reduced Power Takeoff	Yes	Yes				FFS	C	C
RTO Or V1 Fail	1900D has Accelerate/Stop Performance and Takeoff Flight Path gradient required.	Yes	Yes		X			B	B
Climb Cruise Decent	1900D Performance includes Takeoff Flight Path requirements.	Yes	Yes		X			B	B
Instrument Approaches	EFIS-84 navigation information display	Yes	Yes				FFS	C	C
Landing	Use of Vref for landing and Balked Landing	Yes	Yes		X			B	B
Normal Procedures	Preflight, Takeoff, Landing, Go-Around	Yes	Yes				FFS	C	C
Abnormal Procedures	EFIS-84 Reversion/Composite/FD	No	Yes				FFS	C	C
Emergency Procedures	Aircraft Performance Profile and various Emergency Procedures	No	Yes		X			B	B
In-Flight Maneuvers	Similar								

SAMPLE DIFFERENCES TABLE DIFFERENCE AIRCRAFT: BE-1900D BASE AIRCRAFT: BE-1900/1900C				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 Air Conditioning	Increased Max Differential Pressure and changes to Bleed Air, Environmental Air and Pressurization components.	No	No		X			B	B
22 Auto-Flight	1900D optional APS-65 Autopilot 1900C optional SPZ-2000 or SPI-4000	No	Yes		X			B	B
23 Communications	Upgraded Collins Comm Radios & CVR	No	No	X				A	A
24 Electrical Power	Dual AC Buss System	No	Yes		X			B	B
25 Equipment / Furn.	New Interior	No	No	X				A	A
26 Fire Protection	Changes in Firewall and Aft Nacelle	No	No	X				A	A
27 Flight Controls	Add Aileron Rudder interconnect and Rudder Boost option. Dual Pushrod Trim Tabs, Optional Electric Trim without AP	Yes	Yes		X			B	B
28 Fuel	1900 fuel system has bladder fuel cells, 1900C fuel system changes to wet wings, 1900D has changes to fuel venting to accommodate wing tip extension.	No	No	X				A	A
29 Hydraulic	Similar								
30 Ice / Rain	Additional Deice Boot coverage, Deice Annunciators & Pitot Heat Annunciator System.	No	Yes		X			B	B
31 Indicating/Record	Upgrade FDR standard, Revised Annunciator Panel,	No	No	X				A	A
32 Landing Gear	Revise Gear Position Indicators (various)	No	No	X				A	A
33 Lights	Add Dual Position Lights, New EL Panel Lighting	No	Yes		X			B	B
34 Navigation	Upgraded Collins Nav Radios and EFIS-84 Displays, Standby Attitude Indicator	Yes	Yes				FFS	C	C
35 Oxygen	New Crew Mask Container and Mask Mic.	No	Yes			FTD		B	B
36 Pneumatics	Changes in Bleed Air Pressure and Vacuum readings	No	Yes	X				A	A
37 Vacuum	Vacuum Flight Instruments removed on Right Side	No	Yes		X			B	B

SAMPLE DIFFERENCES TABLE DIFFERENCE AIRCRAFT: BE-1900D BASE AIRCRAFT: BE-1900/1900C				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
38 Waste / Water	NA								
45 Maintenance Computer	NA								
46 Information Systems	NA								
49 APU	NA								
52 Doors	Larger Airstair, Cargo and Emer Exit Doors	No	No	X				A	A
53 Fuselage	Oval Cabin Shape for Standup Cabin	No	No	X				A	A
54 Nacelles/Pylons	Changed Nacelle Firewall and Aft Nacelle	No	No	X				A	A
55 Horizontal & Vertical Stab.	Twin Ventral Fins and larger Tailets	Yes	No		X			B	B
56 Windows	Taller cabin windows and New cockpit sun visor.	No	No	X				A	A
57 Wings	Wing tip extensions and winglets, vortex generators on outboard flaps	No	No	X				A	A
61 Propellers	Composite blade construction with nickel leading edge.	No	No	X				A	A
71 Powerplant	New engine truss and New Autofeather annunciations	No	Yes		X			B	B
72 Engine (turbine)	PT6A-67D engines (PT6A-65B 1900/1900C)	No	Yes		X			B	B
73 Fuel Controls	PT6A-67D has Duplex Fuel nozzles	No	No		X			A	B
74 Engine Ignitions	Similar								
75 Engine Bleed Air	Similar								
76 Engine Controls	Similar								
77 Engine Indicating	Similar								

SAMPLE DIFFERENCES TABLE DIFFERENCE AIRCRAFT: BE-1900D BASE AIRCRAFT: BE-1900/1900C				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
78 Exhaust	Larger constant area Exhaust Stacks and Heat Dissipation Concerns.	No	No	X				A	A
79 Engine Oil	Similar								
80 Engine Starting	Similar								

Operator Differences Requirements

Definitions used in the ODR Tables:
X = Pilot's Operating Handbook or Flight Manual CBT = Computer Based Training ICBT = Interactive Computer Based Training FTD = Flight Training Device (Level 1 to 7) FBS = Fixed Base Simulator (Level 5 to 7) CPT = Cockpit Procedures Trainer FFS = Full Flight Simulator (Level A, B, C, D)

SAMPLE DIFFERENCES TABLE DIFFERENCE AIRCRAFT: BE-1900/1900C BASE AIRCRAFT: BE-1900D				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
General Airplane Configuration	1900/1900C Part 23 & SFAR 41 1900D Part 23 Commuter Category	Yes	Yes	X				A	B
Weights	Weights vary slightly by model and modification status, including GW increase	No	No	X				A	B
Airworthiness Limitations	Numerous changes in system design. Changed Fatigue Life.	No	No	X				A	B
Placards and Markings	Different Placards listed in AFM/POH	No	No	X				A	B
Servicing	Similar								
Engines	1900/1900C has PT6A-65B 1900D has PT6A-67D	Yes	Yes		X			B	B
Flight Deck	Narrow center pedestal, Revise Overhead Panel, Various Instrument Panel Changes	No	No	X				A	B
Instrument Panel Layout	1900C has mechanical Flight Instruments	No	Yes			FTD		B	B
Cabin	New interior design but same max. pax. configuration.	No	No	X				A	B
Flight Controls	1900C has no Rudder Boost. 1900/1900C has Power Steering option	Yes	Yes		X			B	B
Aerodynamic Controls	1900/1900C have 4 position Flaps 1900D has 3 position Flaps	Yes	Yes		X			A	B

SAMPLE DIFFERENCES TABLE DIFFERENCE AIRCRAFT: BE-1900/1900C BASE AIRCRAFT: BE-1900D				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Preflight	Various Exterior, Interior and Cockpit changes	No	Yes		X			B	B
Engine Start	Start procedures and characteristics	No	Yes		X			B	B
Taxi	Early 1900/1900C had Power Steering	Yes	Yes		X			B	B
Takeoff	1900/1900C Takeoff Distance is to 50 ft. with no Accelerate Stop consideration. 1900D Takeoff Distance is to 35 ft. and considers factors listed in AFM	Yes	Yes		B			B	B
RTO Or V1 Fail	1900C has no Accelerate/Stop Performance and Takeoff Flight Path gradient required.	Yes	Yes		X			B	B
Climb Cruise Decent	No Takeoff Flight Path requirements.	Yes	Yes		X			B	B
Instrument Approaches	Mechanical navigation information display	Yes	Yes			FTD		B	B
Landing	No Vref for landing	No	Yes		X			B	B
Normal Procedures	Preflight, Takeoff, Landing, Go-Around	Yes	Yes		X			B	B
Abnormal Procedures	Similar	No	No	X				A	A
Emergency Procedures	Aircraft Performance Profile and various Emergency Procedures	No	Yes		X			B	B
In-Flight Maneuvers	Similar								

SAMPLE DIFFERENCES TABLE DIFFERENCE AIRCRAFT: BE-1900/1900C BASE AIRCRAFT: BE-1900D				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 Air Conditioning	Decreased Max Differential Pressure and changes to Bleed Air, Environmental Air and Pressurization components.	No	No		X			B	B
22 Auto-Flight	1900D optional APS-65 Autopilot 1900C optional SPZ-2000 or SPI-4000	No	Yes		X			B	B
23 Communications	Different Collins Comm Radios & CVR	No	No	X				A	A
24 Electrical Power	Single AC Buss System	No	Yes		X			B	B
25 Equipment / Furn.	Different Interior	No	No	X				A	A
26 Fire Protection	Changes in Firewall and Aft Nacelle	No	No	X				A	A
27 Flight Controls	No Rudder Boost option. 4 Flap Settings	Yes	Yes		X			B	B
28 Fuel	1900 fuel system has bladder fuel cells, 1900C fuel system changes to wet wings, changes to fuel venting for wing tip difference.	No	No	X				A	A
29 Hydraulic	Similar								
30 Ice / Rain	Different Deice Boot coverage, Deice Annunciators & Pitot Heat Annunciator System.	No	Yes		X			B	B
31 Indicating/Record	Different FDR standard and Annunciator Panel,	No	No	X				A	A
32 Landing Gear	Gear Position Indicators (various)	No	No	X				A	A
33 Lights	Different cockpit lighting	No	Yes	X				A	A
34 Navigation	Different Collins Nav Radios and Mechanical Displays, No Standby Attitude Indicator	Yes	Yes			FTD		B	B
35 Oxygen	Crew Mask Container and Mask Mic.	No	Yes			FTD		B	B
36 Pneumatics	Changes in Bleed Air Pressure and Vacuum readings	No	Yes	X				A	A
37 Vacuum	Vacuum Flight Instruments on Right Side	No	Yes		X			B	B

SAMPLE DIFFERENCES TABLE DIFFERENCE AIRCRAFT: BE-1900/1900C BASE AIRCRAFT: BE-1900D				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
38 Waste / Water	NA								
45 Maintenance Computer	NA								
46 Information Systems	NA								
49 APU	NA								
52 Doors	Smaller Airstair, Cargo and Emer Exit Doors	No	No	X				A	A
53 Fuselage	Round Cabin Shape no standup height	No	No	X				A	A
54 Nacelles/Pylons	Changed Nacelle Firewall and Aft Nacelle	No	No	X				A	A
55 Horizontal & Vertical Stab.	Single Ventral Fins and smaller Tailets	Yes	No	X				A	A
56 Windows	Smaller cabin windows and cockpit sun visor.	No	No	X				A	A
57 Wings	Smaller Wing Tips, no winglets	No	No	X				A	A
61 Propellers	Metal Propeller Blades.	No	No	X				A	A
71 Powerplant	Different engine truss and Autofeather annunciations	No	Yes		X			B	B
72 Engine (turbine)	PT6A-65B 1900/1900C	No	Yes		X			B	B
73 Fuel Controls	No Duplex Fuel nozzles	No	No		X			A	B
74 Engine Ignitions	Similar								
75 Engine Bleed Air	Similar								
76 Engine Controls	Similar								
77 Engine Indicating	Similar								

SAMPLE DIFFERENCES TABLE DIFFERENCE AIRCRAFT: BE-1900/1900C BASE AIRCRAFT: BE-1900D				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
78 Exhaust	Smaller Exhaust Stacks	No	No	X				A	A
79 Engine Oil	Similar								
80 Engine Starting	Similar								

Operator Differences Requirements

Definitions used in the ODR Tables:
X = Pilot's Operating Handbook or Flight Manual CBT = Computer Based Training ICBT = Interactive Computer Based Training FTD = Flight Training Device (Level 1 to 7) FBS = Fixed Base Simulator (Level 5 to 7) CPT = Cockpit Procedures Trainer FFS = Full Flight Simulator (Level A, B, C, D)

APPENDIX 3

SAMPLE OF AN ACCEPTABLE TRAINING PROGRAM FOOTPRINT

(Reserved)

APPENDIX 4

AIRCRAFT COMPIANCE CHECKLIST

Appendix 4 – BE-1900 OPERATING RULES COMPLIANCE CHECKLIST

Any U.S. operator wishing to operate the BE-1900 aircraft will have to demonstrate to the FAA that the aircraft fully complies with all applicable 14 CFR parts prior to that aircraft entering service. This checklist may be used by the operator to show compliance with those items listed in it.

14 CFR 121 COMMUTER AIRCRAFT OPERATING RULES COMPLIANCE CHECKLIST

Following Regulations Applicable to Delayed Part 121 Compliance Items for 1900D (14 CFR 121.2)

(These requirements are in addition to Part 23 Commuter Category Certification Basis)

FAR	Comply Date	Requirement	Compliance	Remarks	FSB Finding
These Determinations are made based on 1900D Type Design according to the TCDS and does not include evaluation of post manufacture modifications and/or STCs. (1900D is Serial Number UE-01 thru UE-439)					
121.312 (c)	20 DEC 2010	All Interior Materials must meet the compartment interior requirements set forth in 25.853. Only Seat Cushion compliance is delayed.	All original Type Design material within the occupied portion of the fuselage are constructed of materials that meet the requirements of 25.853.	Any STC installation must comply.	Complies
121.308	22 DEC 1997	Nontransport category airplane lavatory must be equipped with a smoke detector system.	Modify Airplane equipped with the factory installed optional lavatory per Kit # 129-5031 and Kit # 129-5033.	Must be equipped	Complies
121.310 (g)	20 MAR 1997	Passenger Emergency Exit must be marked on outside of airplane.	Install Kit – Exterior Marking Instl – Model 1900D, Kit # 129-0011	Must be equipped	Complies
121.310 (b)(1)	12 MAR 1999	Interior Emergency Exit conspicuously marked.	Install Kit – Emergency Exit Light, Kit # 129-5313	Must be equipped	Complies
121.342	20 DEC 1999	Nontransport category airplane equipped with a flight instrument pitot heating system must also be equipped with an operable pitot heat indication system that complies with 25.1326.	1900D original manufacture Type Design complies.		Complies
121.289	20 DEC 1997	Have Landing Gear Aural Warning Device that functions continuously whenever the wing flaps are extended beyond the maximum certificated approach climb configuration position and landing gear is not fully extended.	1900D original manufacture Type Design complies.		Complies
121.293	20 DEC 1999 Manf.	Manufacture after 20 DEC 1999 must contain Takeoff Warning System that meets requirements of 25.703 unless it has been demonstrated that takeoff with device in the most adverse position would not create a hazardous condition.	1900D S/N UE-1 through UE-384, & UE-386 through UE-389 are manufactured 20 DEC 1999 or before therefore 14 CFR 121.293 is not applicable to these aircraft. UE-385 & UE-390 and after are manufactured after 20 DEC 1999 and must provide a Takeoff Warning System or demonstrate no hazardous condition for each combination of most adverse position.	Compliance for UE-385 & UE-390 and after determined per Federal Register Preamble 12/20/1995, Final Rule, Commuter Operations and General Certification and Operating Requirements (60 FR 65859)	Complies by service history per Preamble.
121.310 (e)(2)	20 DEC 1997	Emergency Handle Exit Illumination must maintain 100 micro lamberts luminescence.	1900D original manufacture Type Design complies.		Complies

FAR	Comply Date	Requirement	Compliance	Remarks	FSB Finding
121.803	20 MAR 1997	Have required number of approved First Aid Kits listed in Appendix A to Part 121. (at least one FAK)	Install 129-5300 First Aid Kit	Must be equipped	Operator Responsibility
121.341 (b)	20 MAR 1997	Must have means for illuminating or otherwise determining the formation of ice on the parts of the wings that are critical from the standpoint of ice accumulation to operate in icing conditions at night.	1900D original manufacture Type Design complies.		Complies
121.317	20 DEC 1997 Manf.	Passenger information signs that meet requirements 25.791, 25.1541 except as provided in 121.317(l), (allow placards instead of lighted sign)	Original manufacture Type Design includes lighted and crew operable Smoking and Seatbelt signs. UE-1 through UE-299 & UE-302 are allowed 121.317(l) placard exception by manufacture date before 20 DEC 1997.	UE-300, UE-301 and UE-303 and after must comply.	Operator Responsibility
121.305 (j)	20 MAR 1997 Manf.	A third gyroscopic band and pitch indicator is installed on the instrument panel plainly visible to and usable by each pilot station.	1900D original manufacture Type Design complies.	UE 1 thru UE-273 are before 3/20/1997; UE-274 & after are 3/20/97 or after	Complies
121.357	20 MAR 1997	Approved airborne weather radar equipment installed in the airplane.	1900D original manufacture Type Design complies.		Complies
121.337 (b)(8)	20 DEC 1997	PBE located on the flight deck and immediately accessible for use.	Install Kit # 129-5032-1/-3/-5/-7 – Crew Protective Breathing Provisions Kit	Must be equipped	Complies
121.311 (f)	20 MAR 1997 Manf.	Each flight deck station equipped with a combined safety belt and shoulder harness meets 25.785	1900D original manufacture Type Design complies.	UE 1 thru UE-273 are before 3/20/1997; UE-274 & after are 3/20/97 or after	Complies
121.578	20 MAR 1997	Cabin Ozone Concentration	Not applicable to 1900D by Maximum operating altitude		NA
121.576 &577	20 MAR 1997	Galley equipment retention / stowage and means to prevent each item of crew baggage in the passenger or crew compartment from becoming a hazard by shifting under load conditions.	No Galley Equipment installed at manufacture. Any STC Galley installation must comply. Crew baggage should be carried in the baggage compartments.	Crew baggage retention provided in forward baggage area (coat closet)	NA / Complies
121.161 (b)	20 DEC 2010	For any extended overwater operation (50 nm from shoreline) the airplane must be approved per Part 25 ditching provisions.	1900D original manufacture Type Design does not comply with Part 25 ditching provisions.		Does not comply for Extended Overwater Operation
121.340	20 DEC 1997	Approved Flotation Device for each occupant is required for any overwater operation.	1900D original manufacture Type Design Seat Cushion is approved floatation means and provisions to stow Life Vests under seat.	Operator responsibility if Life Vests are used.	Complies
121.313 (f)&(g)	20 MAR 1997	Door Key and Locking Door not applicable to non-transport category airplanes.	1900D is excluded by non-transport category.		NA

FAR	Comply Date	Requirement	Compliance	Remarks	FSB Finding
121.333 (d)	28 NOV 2005	Portable Oxygen equipment for cabin attendants.	Not applicable to 1900D by Maximum operating altitude.		NA
121.333 (e)(3)	20 MAR 1997	First Aid Oxygen	Not applicable to 1900D by Maximum operating altitude		NA
121.339	20 MAR 1997	Extended Overwater Operations equipment requirements and provisions for stowage.	1900D original manufacture Type Design does not comply with provisions to stow required Extended Over-Water Equipment per 121.339(b).	Aircraft does not comply 121.161(b) so not necessary 20 DEC 2010.	Does not comply for Extended Overwater Operation.
121.99	20 MAR 1997	Enroute Radio Communications Facilities, Domestic and Flag	Enroute Radio Communication Facilities are exclusively an operator responsibility.	Aircraft equipment available.	Operator Responsibility
121.309 (d)(2)	20 MAR 1997	Latex Gloves	121.309(d) not applicable by deletion Amendment 121-281, 05/12/2004		NA
121.571 (b)	20 MAR 1997	Passenger Information Cards	Passenger Information Cards are exclusively an operator responsibility.		Operator Responsibility
121.549 (b)	20 MAR 1997	Flashlights readily available for use.	Install Kit - Flashlight Holder Installation Kit # 129-5312	Must be equipped	Complies
121.310 (n)	20 MAR 1997	Flashlight stowage provisions at each flight attendant seat.	No Flight Attendant Seat installed at manufacture. Any STC installation must comply.		NA
121.349 (d)	20 MAR 1997	Equipped with at least one approved DME or suitable RNAV system.	1900D original manufacture Type Design complies.	Aircraft equipment available.	Complies
121.617	20 MAR 1997	AFM information to determine the Single engine cruise performance	Single engine cruise performance is in the FAA Approved POH/AFM		Complies
121.157 (e)	20 MAR 1997	Type certificated in the Commuter Category and meets performance requirements of Part 121.189 through 121.197.	Performance data is available in the FAA Approved POH/AFM		Complies
121.173 (b)	20 MAR 1997	Type certificated in the Commuter Category must comply with requirements of Part 121.189 through 121.197.	Performance data is available in the FAA Approved POH/AFM		Operator Responsibility
121.189 (c)	20 MAR 1997	Airplane takeoff performance must comply Accelerate/Stop distance, Takeoff Distance and Takeoff Run.	Performance data is available in the FAA Approved POH/AFM		Complies

14 CFR 121 COMMUTER AIRCRAFT OPERATING RULES COMPLIANCE CHECKLIST

Following Regulations Applicable to Delayed Part 121 Compliance Items for 1900C: (14 CFR 121.2)
(These requirements are in addition to Part 23 Normal Category and SFAR 41 Certification Basis)

FAR	Comply Date	Requirement	Compliance	Remarks	FSB Finding
These Determinations are made based on 1900C Type Design according to the TCDS and does not include evaluation of post manufacture modifications and/or STCs. (1900C is Serial Numbers UB-01 to UB-74 and UC-01 to UC-174)					
121.312 (c)	20 DEC 2010	All Interior Materials must meet the compartment interior requirements set forth in 25.853. Only Seat cushion compliance is delayed.	All original Type Design material within the occupied portion of the fuselage are constructed of materials that meet the requirements of 25.853.	Any STC installation must comply.	Complies
121.308	20 DEC 1997	Nontransport category airplane lavatory must be equipped with a smoke detector system.	No Lavatory installed. Any STC installation must comply.		NA
121.310 (g)	20 MAR 1997	Passenger Emergency Exit must be marked on outside of airplane.	Install Kit – Exterior Marking Instl – Model 1900C, Kit # 118-0000	Must be equipped	Complies
121.310 (b)(1)	12 MAR 1999	Interior Emergency Exit conspicuously marked.	Install Kit – Emergency Exit Light, Kit # 114-5312	Must be equipped	Complies
121.342	20 DEC 1999	Nontransport category airplane equipped with a flight instrument pitot heating system must also be equipped with an operable pitot heat indication system that complies with 25.1326.	Install Kit – Pitot Heat Indicator Kit # 114-3044-1	Must be equipped	Complies
121.289	20 DEC 1997	Have Landing Gear Aural Warning Device that functions continuously whenever the wing flaps are extended beyond the maximum certificated approach climb configuration position and landing gear is not fully extended.	1900C original Manufacture Type Design complies.		Complies
121.293	20 DEC 1999 Manf.	Manufacture after 20 DEC 1999 must contain Takeoff Warning System that meets requirements of 25.703 unless it has been demonstrated that takeoff with device in the most adverse position would not create a hazardous condition.	By 20 DEC, 1999 Manufacture Date All Model 1900Cs are excluded.	1900C manufacture ended in 1991	NA
121.310 (e)(2)	20 DEC 1997	Emergency Handle Exit Illumination must maintain 100 micro lamberts luminescence.	1900C original Manufacture Type Design complies.		Complies
121.803	20 MAR 1997	Have required number of approved First Aid Kits listed in Appendix A to Part 121. (at least one FAK)	Install 114-5300 First Aid Kit	Must be equipped	Operator Responsibility
121.341 (b)	20 MAR 1997	Must have means for illuminating or otherwise determining the formation of ice on the parts of the wings that are critical from the standpoint of ice accumulation to operate in icing conditions at night.	1900C original Manufacture Type Design complies.	Wing Ice Lights installed	Complies

FAR	Comply Date	Requirement	Compliance	Remarks	FSB Finding
121.317	20 MAR 1997	Passenger information signs that meet requirements 25.791, 25.1541 except as provided in 121.317(l), (allow placards instead of lighted sign)	By 20 DEC, 1997 Manufacture Date All Model 1900Cs are excluded from having 25.791 compliant Fasten Seat Belt Light. Operator must comply with 121.317(l) placards legible to each passenger seated.	1900C manufacture ended in 1991	Operator Responsibility
121.305 (j)	20 DEC 2010	A third gyroscopic bank and pitch indicator is installed on the instrument panel plainly visible to and usable by each pilot station.	Kit #118-3004 installs a J.E.T. AI-804AF Standby Gyro w/ a PS-835C Battery Pack	Must be equipped	Complies
121.357	20 MAR 1997	Approved airborne weather radar equipment installed in the airplane.	1900C original Manufacture Type Design complies.		Complies
121.337 (b)(8)	20 DEC 1997	PBE located on the flight deck and immediately accessible for use.	Install Kit – Crew Protective Breathing Provisions Kit # 118-5000-1/-3	Must be equipped	Complies
121.311 (f)	20 MAR 1997 Manf.	Each flight deck station equipped with a combined safety belt and shoulder harness meets 25.785	By 20 MAR, 1997 Manufacture Date All Model 1900Cs are excluded	1900C manufacture ended in 1991	NA
121.578	20 MAR 1997	Cabin Ozone Concentration	Not applicable to 1900C by Maximum operating altitude		NA
121.576 &577	20 MAR 1997	Galley equipment retention / stowage and means to prevent each item of crew baggage in the passenger or crew compartment from becoming a hazard by shifting under load conditions.	No Galley Equipment installed. Any STC installation must comply.		NA
121.161 (b)	20 DEC 2010	For any extended overwater operation (50 nm from shoreline) the airplane must be approved per Part 25 ditching provisions.	1900C original Manufacture Type Design does not comply with Part 25 ditching provisions.		Does not comply for Extended Overwater Operation.
121.340	20 DEC 1997	Approved Flotation Device for each occupant is required for any overwater operation.	1900C original Manufacture Type Design Seat Cushion is approved floatation means and provisions to stow Life Vests under seat.	Operator responsibility if Life Vests are used.	Complies
121.313 (f)&(g)	20 MAR 1997	Door Key and Locking Door not applicable to non-transport category airplanes.	1900C is excluded by non-transport category.		NA
121.333 (d)	28 NOV 2005	Portable Oxygen equipment for cabin attendants.	Not applicable to 1900C by Maximum operating altitude		NA
121.333 (e)(3)	20 MAR 1997	First Aid Oxygen	Not applicable to 1900C by Maximum operating altitude		NA

FAR	Comply Date	Requirement	Compliance	Remarks	FSB Finding
121.339	20 MAR 1997	Extended Overwater Operations equipment requirements and provisions for stowage.	1900C original Manufacture Type Design does not comply with provisions to stow required Extended Over-Water Equipment per 121.339(b).	Aircraft does not comply 121.161(b) so not necessary 20 DEC 2010.	Does not comply for Extended Overwater Operation.
121.99	20 MAR 1997	Enroute Radio Communications Facilities, Domestic and Flag	Enroute Radio Communication Facilities are exclusively an operator responsibility for area of operation.	Aircraft equipment available.	Operator Responsibility
121.309 (d)(2)	20 MAR 1997	Latex Gloves	121.309(d) not applicable by deletion Amendment 121-281, 05/12/2004		NA
121.571 (b)	20 MAR 1997	Passenger Information Cards	Passenger Information Cards are exclusively an operator responsibility.		Operator Responsibility
121.549 (b)	20 MAR 1997	Flashlights readily available for use.	Install Kit - Flashlight Holder Installation Kit # 114-5311	Must be equipped	Complies
121.310 (n)	20 MAR 1997	Flashlight stowage provisions at each flight attendant seat.	No Flight Attendant Seat installed. Any STC installation must comply.		NA
121.349 (d)	20 MAR 1997	Equipped with at least one approved DME or suitable RNAV system.	1900C original Manufacture Type Design complies.	Aircraft equipment available.	Complies
121.617	20 MAR 1997	AFM information to determine the Single engine cruise performance	Single engine cruise performance is in the FAA Approved POH/AFM and the ICAO POH/AFM		Complies
121.157 (f)(2)	20 DEC 2010	Type certificated in the Normal Category, complies with SFAR 41 and meets performance requirements of Appendix K to Part 121.	Performance data in the FAA Approved POH/AFM (P/N 114-590021-57 and associated supplements) meets Appendix K Performance 4.a. *Interim Airplane Performance Operating Limitations* until 20 DEC 2010. Performance data in the FAA Approved ICAO POH/AFM (P/N 114-590021-81 and associated supplements) meets Appendix K Performance 5.a. *Final Airplane Performance Operating Limitations* for an airplane approved per Section 1.(b) of SFAR No. 41 of 14CFR 21 and complies with the additional requirements of Section 4.(c) of SFAR No.41 and ICAO Annex 8.	ICAO POH/AFM (P/N 114-590021-81) is required after 20 DEC 2010	Complies

FAR	Comply Date	Requirement	Compliance	Remarks	FSB Finding
121.173 (b)(2)	20 DEC 2010	Comply with 121.189 through 121.197 for turbine engine powered airplanes. Exception for 121.157(f) *Other nontransport category airplanes* expires 20 DEC, 2010.	Operator responsibility to comply with 121.189 through 121.197 for turbine engine powered airplanes		Operator Responsibility
121.189 (c)	20 DEC 2010	Airplane takeoff performance must comply Accelerate/Stop distance, Takeoff Distance and Takeoff Run.	Operator responsibility to comply with Takeoff Limitations Performance data in the FAA Approved POH/AFM POH (P/N 114-590021-57 and associated supplements) and FAA Approved ICAO POH/AFM (P/N 114-590021-81 and associated supplements) provides appropriate performance data for operator to use.		Operator Responsibility FAA Approved POH/AFM performance data complies
SFAR 41 Sec. 4C(1)	NA	Performance in compliance with ICAO Annex 8 at each weight, altitude and temperature for approach climb and takeoff.	FAA Approved ICAO POH/AFM (P/N 114-590021-81) complies.	ICAO POH/AFM (P/N 114-590021-81) required	Complies
SFAR 41 Sec 4C(2)	NA	For gust load design at rough air gust speed V_B comply with 25.335(d), 25.341(a)(1), and 25.351(b).	1900C original Manufacture Type Design complies.	1900/1900C FAR Requirements Compliance Report	Complies
SFAR 41 Sec 4C(3)	NA	For smoke evacuation design comply with Sec 25.831(d).	1900C original Manufacture Type Design complies.	1900/1900C FAR Requirements Compliance Report	Complies
SFAR 41 Sec 4C(4)	NA	For engine rotation and restarting design, comply with Sec. 25.903 c and (e)	1900C original Manufacture Type Design complies.	1900/1900C FAR Requirements Compliance Report	Complies
SFAR 41 Sec 4C(5)	NA	For engine cooling design comply with Sec 25.1521(e).	1900C original Manufacture Type Design complies.	1900/1900C FAR Requirements Compliance Report	Complies