	approximately 68 percent of the data and plus or minus 2 deviations encompasses approximately 95 percent. (b) The proportion of the total flight time spent by aircraft 30 NM (55.6 Km) or more off the cleared track shall be less than 5.3 × 10-4 (less than 1 hour in 1,887 flight hours). (c) The proportion of the total flight time spent by aircraft between 50 NM and 70 NM (92.6 Km and 129.6 Km) off the cleared track shall be less than 13 × 10-5 (less than 1 hour in 7,693 flight hours.) Section 3 Air traffic control (ATC) may authorize an aircraft operator to deviate from the requirements of § 91.705 for a specific flight if, at the time of flight plan filing for that flight, ATC determines that the aircraft may be provided appropriate separation and that the flight will not interfere with, or impose a burden upon, the operations of other aircraft which meet requirements of 91.705.		
135. 21(a)	**Manual requirements** Each certificate holder, other than one who uses only one pilot in the certificate holder's operations, shall prepare and keep current a manual setting forth the certificate holder's procedures and policies acceptable to the Administrator. This manual must be used by the certificate holder's flight, ground, and maintenance personnel in conducting its operations. However, the Administrator may authorize a deviation from this paragraph if the Administrator finds that, because of the limited size of the operation, all or part of the manual is not necessary for guidance of flight, ground, or maintenance personnel.	Operator's responsibility	An Airplane Flight Manual, Flight Crew Operating Manual and Maintenance Manuals are provided with each aircraft.
135.21(b)	Each certificate holder shall maintain at least one copy of the manual at its principal base of operations.	Operator's responsibility.	
135.21(c)	The manual must not be contrary to any applicable Federal regulations, foreign regulation applicable to the certificate holder's operations in foreign countries, or the certificate holder's operating certificate or operations specific	Operator's responsibility.	

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135.21(d)	**Manual requirements**		
	A copy of the manual, or appropriate portions of the manual (and changes and additions) shall be made available to maintenance and ground operations personnel by the certificate holder and furnished to -- (1) Its flight crewmembers; and (2) Representatives of the Administrator assigned to the certificate holder.	Operator's responsibility.	
135.21(e)			
	Each employee of the certificate holder to whom a manual or appropriate portions of it are furnished under paragraph (d)(1) of this section shall keep it up to date with the changes and additions furnished to them.	Operator's responsibility.	
135.21(f)			
	For the purpose of complying with paragraph (d) of this section, a certificate holder may furnish the persons listed therein with the maintenance part of its manual in printed form or other form, acceptable to the Administrator, that is retrievable in the English language. If the certificate holder furnishes the maintenance part of the manual in other than printed form, it must ensure there is a compatible reading device available to those persons that provide a legible image of the maintenance information and instructions, or a system that is able to retrieve the maintenance information and instructions in the English language.	Operator's responsibility.	
135.21(g)			
	If a certificate holder conducts aircraft inspections or maintenance at specified stations where it keeps the approved inspection program manual, it is not required to carry the manual aboard the aircraft en route to those st	Operator's responsibility.	

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.143(a)	**General requirements** No person may operate an aircraft under this part unless that aircraft and its equipment meet the applicable regulations of this chapter.	Noted	
135.143(b)	Except as provided in § 135.179, no person may operate an aircraft under this part unless the required instruments and equipment in it have been approved and are in an operable condition	Operator's responsibility.	All equipment and instruments included in the green baseline configuration RAL-100-0001 is approved and operable.
135.143(c)	ATC transponder equipment installed within the time periods indicated below must meet the performance and environmental requirements of the following TSO's: (1) Through January 1, 1992: (i) Any class of TSO-C74b or any class of TSO-C74c as appropriate, provided that the equipment was manufactured before January 1, 1990; or (ii) The appropriate class of TSO-C112 (Mode S). (2) After January 1, 1992: The appropriate class of TSO-C112 (Mode S). For purposes of paragraph (c)(2) of this section, "installation" does not include -- (i) Temporary installation of TSO-C74b or TSO-C74c substitute equipment, as appropriate, during maintenance of the permanent equipment; (ii) Reinstallation of equipment after temporary removal for maintenance; or (iii) For fleet operations, installation of equipment in a fleet aircraft after removal of the equipment for maintenance from another aircraft in the same operator	The transponder installed in the green aircraft baseline configuration RAL-100-0001 conforms to TSO-C112 (Mode S).	

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.147	**Dual Controls Required**		
	No person may operate an aircraft in operations requiring two pilots unless it is equipped with functioning dual controls. However, if the aircraft type certification operating limitations do not require two pilots, a throwover control wheel may be used in place of two control wheels.	Aircraft type certification operating limitations required two pilots and aircraft equipped with dual controls.	Operator's responsibility to operate the aircraft with functioning dual controls.
135.149	**Equipment requirements: General**		
	No person may operate an aircraft unless it is equipped with --		
135.149(a)			
	A sensitive altimeter that is adjustable for barometric pressure;	An altimeter adjustable for barometric pressure is installed as part of baseline configuration RAL-100-0001.	
135.149(b)			
	Heating or deicing equipment for each carburetor or, for a pressure carburetor, an alternate air source;	Noted	
135.149(c)			
	For turbojet airplanes, in addition to two gyroscopic bank-and-pitch indicators (artificial horizons) for use at the pilot stations, a third indicator that is installed in accordance with the instrument requirements prescribed in § 121.305(j) of this chapter.	A third pitch and bank indicator complying with the requirement of 121.305(j) is installed as part of baseline configuration RAL-100-0001.	
135.149(d)			
	Reserved		
135.149(e)			
	For turbine powered aircraft, any other equipment as the Administrator may	Noted	

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.151(a)	**Cockpit voice recorders** No person may operate a multiengine, turbine-powered airplane or rotorcraft having a passenger seating configuration of six or more and for which two pilots are required by certification or operating rules unless it is equipped with an approved cockpit voice recorder that: (1) Is installed in compliance with § 23.1457(a) (1) and (2), (b), (c), (d), (e), (f), and (g); § 25.1457(a) (1) and (2), (b), (c), (d), (e), (f), and (g); § 27.1457(a) (1) and (2), (b), (c), (d), (e), (f), and (g); or § 29.1457(a) (1) and (2), (b), (c), (d), (e), (f), and (g) of this chapter, as applicable; and (2) Is operated continuously from the use of the check list before the flight to completion of the final check list at the end of the flight.	Operator's responsibility. The green aircraft is equipped with CVR that complies with Part 25.	
135.151(b)	No person may operate a multiengine, turbine-powered airplane or rotorcraft having a passenger seating configuration of 20 or more seats unless it is equipped with an approved cockpit voice recorder that -- (1) Is installed in compliance with § 23.1457, § 25.1457, § 27.1457 or § 29.1457 of this chapter, as applicable; and (2) Is operated continuously from the use of the check list before the flight to completion of the final check list at the end of the flight.	A CVR conforming to TSO C123 is included in the baseline configuration RAL-100-0001, in accordance with FAR 25.1457. Operation is continuous from power on to power off.	
135.151(c)	In the event of an accident, or occurrence requiring immediate notification of the National Transportation Safety Board which results in termination of the flight, the certificate holder shall keep the recorded information for at least 60 days or, if requested by the Administrator or the Board, for a longer period. Information obtained from the record may be used to assist in determining the cause of accidents or occurrences in connection with investigations. The Administrator does not use the record in any civil penalty or certificat	Operator's responsibility	

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.151(d)	**Cockpit voice recorders** For those aircraft equipped to record the uninterrupted audio signals received by a boom or a mask microphone the flight crewmembers are required to use the boom microphone below 18,000 feet mean sea level. No person may operate a large turbine engine powered airplane manufactured after October 11, 1991, or on which a cockpit voice recorder has been installed after October 11, 1991, unless it is equipped to record the uninterrupted audio signal received by a boom or mask microphone in accordance with § 25.1457(c)(5) of this chapter.	Operator's responsibility	
135.151(e)	In complying with this section, an approved cockpit voice recorder having an erasure feature may be used, so that during the operation of the recorder, information: (1) Recorded in accordance with paragraph (a) of this section and recorded more than 15 minutes earlier; or (2) Recorded in accordance with paragraph (b) of this section and recorded more than 30 minutes earlier; may be erased or otherwise o	Installed CVR comply with this requirement.	

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.152(a)	**Flight recorders** Except as provided in paragraph (k) of this section, no person may operate under this part a multi-engine, turbine-engine powered airplane or rotorcraft having a passenger seating configuration, excluding any required crewmember seat, of 10 to 19 seats, that was either brought onto the U.S. register after, or was registered outside the United States and added to the operator's U.S. operations specifications after, October 11, 1991, unless it is equipped with one or more approved flight recorders that use a digital method of recording and storing data and a method of readily retrieving that data from the storage medium. The parameters specified in either Appendix B or C of this part, as applicable must be recorded within the range, accuracy, resolution, and recording intervals as specified. The recorder shall retain no less than 25 hours of aircraft opera	A digital FDR conforming to TSO C124 is included in the baseline configuration RAL-100-0001.	

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.152(b)	**Flight recorders** After October 11, 1991, no person may operate a multiengine, turbine-powered airplane having a passenger seating configuration of 20 to 30 seats or a multiengine, turbine-powered rotorcraft having a passenger seating configuration of 20 or more seats unless it is equipped with one or more approved flight recorders that utilize a digital method of recording and storing data, and a method of readily retrieving that data from the storage medium. The parameters in appendix D or E of this part, as applicable, that are set forth below, must be recorded within the ranges, accuracies, resolutions, and sampling intervals as specified. (1) Except as provided in paragraph (b)(3) of this section for aircraft type certificated before October 1, 1969, the following parameters must be recorded: (i) Time; (ii) Altitude; (iii) Airspeed; (iv) Vertical acceleration; (v) Heading; (vi) Time of each radio transmission to or from air traffic control; (vii) Pitch attitude; (viii) Roll attitude; (ix) Longitudinal acceleration; (x) Control column or pitch control surface position; and (xi) Thrust of each engine. (2) Except as provided in paragraph (b)(3) of this section for aircraft type certificated after September 30, 1969, the following parameters must be recorded: (i) Time; (ii) Altitude; (iii) Airspeed; (iv) Vertical acceleration; (v) Heading; (vi) Time of each radio transmission either to or from air traffic	Not applicable. Aircraft certified seating capacity is less than 20 passengers.	

control;
(vii) Pitch attitude;
(viii) Roll attitude*θ*
(ix) Longitudinal acceleration;
(x) Pitch trim position;
(xi) Control column or pitch control surface position;
(xii) Control wheel or lateral control surface position;
(xiii) Rudder pedal or yaw control surface position;
(xiv) Thrust of each engine;
(xv) Position of each thrust reverser;
(xvi) Trailing edge flap or cockpit flap control position; and
(xvii) Leading edge flap or cockpit flap control position.
(3) For aircraft manufactured after October 11, 1991, all of the parameters listed in appendix D or E of this part, as applicable, must be recorded.

135.152(c)

Whenever a flight recorder required by this section is installed, it must be operated continuously from the instant the airplane begins the takeoff roll or the rotorcraft begins the lift-off until the airplane has completed the landing roll or the rotorcraft has landed at its destination

FDR operates continuously from take-off roll to landing roll.

135.152(d) **Flight recorders**

Except as provided in paragraph (c) of this section, and except for recorded data erased as authorized in this paragraph, each certificate holder shall keep the recorded data prescribed in paragraph (a) of this section until the aircraft has been operating for at least 25 hours of the operating time specified in paragraph (c) of this section. In addition, each certificate holder shall keep the recorded data prescribed in paragraph (b) of this section for an airplane until the airplane has been operating for at least 25 hours, and for a rotorcraft until the rotorcraft has been operating for at least 10 hours, of the operating time specified in paragraph (c) of this section. A total of 1 hour of recorded data may be erased for the purpose of testing the flight recorder or the flight recorder system. Any erasure made in accordance with this paragraph must be of the oldest recorded data accumulated at the time of testing.

Operator's responsibility

	Except as provided in paragraph (c) of this section, no record need be kept more than 60 days.	
135.152(e)	In the event of an accident or occurrence that requires the immediate notification of the National Transportation Safety Board under 49 CFR part 830 of its regulations and that results in termination of the flight, the certificate holder shall remove the recording media from the aircraft and keep the recorded data required by paragraphs (a) and (b) of this section for at least 60 days or for a longer period upon request of the Board or the Administration.	Operator's responsibility
135.152(f)	**Flight recorders**	
	(1) For airplanes manufactured on or before August 18, 2000, and all other aircraft, each flight recorder required by this section must be installed in accordance with the requirements of § 23.1459, 25.1459, 27.1459, or 29.1459, as appropriate, of this chapter. The correlation required by paragraph (c) of § 23.1459, 25.1459, 27.1459, or 29.1459, as appropriate, of this chapter need be established only on one aircraft of a group of aircraft: (i) That are of the same type; (ii) On which the flight recorder models and their installations are the same; and (iii) On which there are no differences in the type designs with respect to the installation of the first pilot's instruments associated with the flight recorder. The most recent instrument calibration, including the recording medium from which this calibration is derived, and the recorder correlation must be retained by the certificate holder. (f)(2) For airplanes manufactured after August 18, 2000, each flight data recorder system required by this section must be installed in accordance with the requirements of § 23.1459 (a), (b), (d) and (e) of this chapter, or § 25.1459 (a), (b), (d), and (e) of this chapter. A correlation must be established between the values recorded by the flight data recorder and the corresponding values being measured. The correlation must contain a sufficient number of correlation points to accurately establish the conversion from the recorded values to	The FDR installation complies with FAR 25.1459.

engineering units or discrete state over the full operating range of the parameter. Except for airplanes having separate altitude and airspeed sensors that are an integral part of the flight data recorder system, a single correlation may be established for any group of airplanes --
(i) That are of the same type;
(ii) On which the flight recorder system and its installation are the same; and
(iii) On which there is no difference in the type design with respect to the installation of those sensors associated with the flight data recorder system. Documentation sufficient to convert recorded data into the engineering units and discrete values specified in the applicable appendix must be maintained by the certificate holder.

135.152(g)

Each flight recorder required by this section that records the data specified in paragraphs (a) and (b) of this section must have an approved device to assist in locating that recorder under

An underwater locator device is part of the FDR as per FAR 25.1459.

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135.152(h)	**Flight recorders** The operational parameters required to be recorded by digital flight data recorders required by paragraphs (i) and (j) of this section are as follows, the phrase "when an information source is installed" following a parameter indicates that recording of that parameter is not intended to require a change in installed equipment. (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading -- primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine -- primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; (19) Pitch trim surface position or parameters of paragraph (h)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (h)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (h)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller	The green aircraft configuration includes FDR as part of baseline that complies with the 88 parameters of this requirement.	

airplane);
(23) Ground spoiler position or speed brake selection (except when parameters of paragraph (h)(87) of this section apply);

(24) Outside or total air temperature;
(25) Automatic Flight Control System (AFCS) modes and engagement status, including autothrottle;
(26) Radio altitude (when an information source is installed);
(27) Localizer deviation, MLS Azimuth;
(28) Glideslope deviation, MLS Elevation;
(29) Marker beacon passage;
(30) Master warning;
(31) Air/ground sensor (primary airplane system reference nose or main gear);
(32) Angle of attack (when information source is installed);
(33) Hydraulic pressure low (each system);
(34) Ground speed (when an information source is installed);

(35) Ground proximity warning system;
(36) Landing gear position or landing gear cockpit control selection;
(37) Drift angle (when an information source is installed);
(38) Wind speed and direction (when an information source is installed);
(39) Latitude and longitude (when an information source is installed);
(40) Stick shaker/pusher (when an information source is installed);
(41) Windshear (when an information source is installed);
(42) Throttle/power lever position;
(43) Additional engine parameters (as designated in appendix F of this part);
(44) Traffic alert and collision avoidance system;
(45) DME 1 and 2 distances;
(46) Nav 1 and 2 selected frequency;
(47) Selected barometric setting (when an information source is installed);
(48) Selected altitude (when an information source is installed);
(49) Selected speed (when an information source is installed);

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
	(50) Selected mach (when an information source is installed); (51) Selected vertical speed (when an information source is installed); (52) Selected heading (when an information source is installed); (53) Selected flight path (when an information source is installed); (54) Selected decision height (when an information source is installed); (55) EFIS display format; (56) Multi-function/engine/alerts display format; (57) Thrust command (when an information source is installed); (58) Thrust target (when an information source is installed); (59) Fuel quantity in CG trim tank (when an information source is installed); (60) Primary Navigation System Reference; (61) Icing (when an information source is installed); (62) Engine warning each engine vibration (when an information source is installed); (63) Engine warning each engine over temp. (when an information source is installed); (64) Engine warning each engine oil pressure low (when an information source is installed); (65) Engine warning each engine over speed (when an information source is installed; (66) Yaw trim surface position; (67) Roll trim surface position; (68) Brake pressure (selected system); (69) Brake pedal application (left and right); (70) Yaw or sideslip angle (when an information source is installed); (71) Engine bleed valve position (when an information source is installed); (72) De-icing or anti-icing system selection (when an		

information source is installed);
(73) Computed center of gravity (when an information source is installed);
(74) AC electrical bus status;
(75) DC electrical bus status;
(76) APU bleed valve position (when an information source is installed);
(77) Hydraulic pressure (each system);
(78) Loss of cabin pressure;
(79) Computer failure;
(80) Heads-up display (when an information source is installed);
(81) Para-visual display (when an information source is installed);
(82) Cockpit trim control input position -- pitch;
(83) Cockpit trim control input position -- roll;
(84) Cockpit trim control input position -- yaw;
(85) Trailing edge flap and cockpit flap control position;
(86) Leading edge flap and cockpit flap control position;
(87) Ground spoiler position and speed brake selection; and
(88) All cockpit flight control input forces (control wheel, control column, rudder pedal).

135.152(i) **Flight recorders**

For all turbine-engine powered airplanes with a seating configuration, excluding any required crewmember seat, of 10 to 30 passenger seats, manufactured after August 18, 2000 --

(1) The parameters listed in paragraphs (h)(1) through (h)(57) of this section must be recorded within the ranges, accuracies, resolutions, and recording intervals specified in Appendix F of this part.
(2) Commensurate with the capacity of the recording system, all additional parameters for which information sources are installed and which are connected to the recording system must be recorded within the ranges, accuracies, resolutions, and sampling intervals specified in Appendix F of this part.

FDR installed in the green aircrafdt baseline configuration complies with the applicable paragraph of these requirement.

135.152(j)	For all turbine-engine-powered airplanes with a seating configuration, excluding any required crewmember seat, of 10 to 30 passenger seats, that are manufactured after August 19, 2002 the parameters listed in paragraph (a)(1) through (a)(88) of this section must be recorded within the ranges, accuracies, resolutions, and recording intervals specified in Appendix F of this part.	FDR installed in the green aircrafdt baseline configuration complies with the applicable paragraph of these requirement.
135.152(k)	For airplanes manufactured before August 18, 1997 the following airplane type need not comply with this section: deHavilland DHC-6.	Not Applicable.
135.153(a)	**Ground proximity warning system** No person may operate a turbine-powered airplane having a passenger seat configuration of 10 seats or more, excluding any pilot seat, unless it is equipped with an approved ground proximity warning system.	A GPWS conforming to TSO C92 is included in the base line configuration RAL-100-0001.
135.153(b)	**Ground proximity warning system** [Reserved]	Not applicable
135.153(c)	For a system required by this section, the Airplane Flight Manual shall contain -- (1) Appropriate procedures for -- (i) The use of the equipment; (ii) Proper flight crew action with respect to the equipment; and (iii) Deactivation for planned abnormal and emergency conditions; and (2) An outline of all input sources that must be operating.	The Airplane Flight Manual and Operating Manual contains procedures for: (i) The use of the equipment; (ii) Flight crew action with respect to the equipment warnings and indications; (iii) Deactivation for planned abnormal and emergency conditions; (iv) Inhibition of Mode 4 warnings based on flaps being in other than the approved landing configuration is appropriate; (v) An outline of all input sources that must be operating.
135.153(d)	No person may deactivate a system required by this section except under procedures in the Airplane Flight Manual.	Operator's responsibility

135.153(e)	Whenever a system required by this section is deactivated, an entry shall be made in the airplane maintenance record that includes the date and time of deactivation.	Operator's responsibility.	
135.153(f)	This section expires on March 29, 2005.		
135.155	**Fire extinguishers: Passenger-carrying aircraft** No person may operate an aircraft carrying passengers unless it is equipped with hand fire extinguishers of an approved type for use in crew and passenger compartments as follows --	The green aircraft has an approved handheld fire extinguisher.	
135.155(a)	**Fire extinguishers: Passenger-carrying aircraft** The type and quantity of extinguishing agent must be suitable for the kinds of fires likely to occur;	Operator's responsibility	Extinguishing agent in flight deck extinguisher is suitable for use in compartments.
135.155(b)	At least one hand fire extinguisher must be provided and conveniently located on the flight deck for use by the flight crew; and	Operator's responsibility	One flight deck fire extinguisher (halon) is included in baseline configuration RAL-100-0001.
135.155(c)	At least one hand fire extinguisher must be conveniently located in the passenger compartment of each aircraft having a passenger seating configuration, excluding any pilot seat, of at least 10 seats but less than 31 seats.	Not applicable to green aircraft configuration. Operator's responsibility to comply with this requirement	This requirement will be addressed by the completion centers/operators.
135.157(a)	**Oxygen equipment requirements** Unpressurized aircraft. No person may operate an unpressurized aircraft at altitudes prescribed in this section unless it is equipped with enough oxygen dispensers and oxygen to supply the pilots under § 135.89(a) and to supply, when flying -- (1) At altitudes above 10,000 feet through 15,000 feet MSL, oxygen to at least 10 percent of the occupants of the aircraft, other than the pilots, for that part of the flight at those altitudes that is of more than 30 minutes duration; and (2) Above 15,000 feet MSL, oxygen to each occupant of the	Not applicable.	

	aircraft other than the pilot.		
135.157(b)	**Oxygen equipment requirements** Pressurized aircraft. No person may operate a pressurized aircraft -- (1) At altitudes above 25,000 feet MSL, unless at least a 10-minute supply of supplemental oxygen is available for each occupant of the aircraft, other than the pilots, for use when a descent is necessary due to loss of cabin pressurization; and (2) Unless it is equipped with enough oxygen dispensers and oxygen to comply with paragraph (a) of this section whenever the cabin pressure altitude exceeds 10,000 feet MSL and, if the cabin pressurization fails, to comply with § 135.89 (a) or to provide a 2-hour supply for each pilot, whichever is greater, and to supply when flying -- (i) At altitudes above 10,000 feet through 15,000 feet MSL, oxygen to at least 10 percent of the occupants of the aircraft, other than the pilots, for that part of the flight at those altitudes that is of more than 30 minutes duration; and (ii) Above 15,000 feet MSL, oxygen to each occupant of the aircraft, other than the pilots, for one hour unless, at all times during flight above that altitude, the aircraft can safely descend to 15,000 feet MSL within four minutes, in which case only a 30-minute supply is required.	Operator's responsibility.	A flight crew oxygen system with sufficient quantity is certified in accordance with applicable requirements of FAR 25.1439 through 25.1453 is provided. Operator is to establish mission profiles and demonstrate compliance against this requirement for the furnished aircraft.
135.157(c)	The equipment required by this section must have a means -- (1) To enable the pilots to readily determine, in flight, the amount of oxygen available in each source of supply and whether the oxygen is being delivered to the dispensing units; or (2) In the case of individual dispensing units, to enable each user to make those determinations with respect to that person's oxygen supply and delivery; and (3) To allow the pilots to use undiluted oxygen at their discretion at altitudes above 25,000 feet MSL.	Operator's responsibility.	Indication of flight crew oxygen supply and pilots use of undiluted oxygen is provided as part of the green baseline configuration RAL-700-0001.

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.158(a)	**Pitot heat indication systems** Except as provided in paragraph (b) of this section, after April 12, 1981, no person may operate a transport category airplane equipped with a flight instrument pitot heating system unless the airplane is also equipped with an operable pitot heat indication system that complies with § 25.1326 of this chapter in effect on April 12, 1978.	Pitot heat indication system complies with FAR 25.1326.	
135.158(b)	A certificate holder may obtain an extension of the April 12, 1981, compliance date specified in paragraph (a) of this section, but not beyond April 12, 1983, from the Director, Flight Standards Service if the certificate holder -- (1) Shows that due to circumstances beyond its control it cannot comply by the specified compliance date; and (2) Submits by the specified compliance date a schedule for compliance, acceptable to the Director, indicating that compliance will be achieved at the earliest practicable	Not applicable.	

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.159(a)-(g)	**Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions**		
	) A gyroscopic rate-of-turn indicator except on the following aircraft: (1) Airplanes with a third attitude instrument system usable through flight attitudes of 360 degrees of pitch-and-roll and installed in accordance with the instrument requirements prescribed in § 121.305(j) of this chapter. (2) Helicopters with a third attitude instrument system usable through flight attitudes of ±80 degrees of pitch and ±120 degrees of roll and installed in accordance with § 29.1303(g) of this chapter. (3) Helicopters with a maximum certificated takeoff weight of 6,000 pounds or less. (b) A slip skid indicator. (c) A gyroscopic bank-and-pitch indicator. (d) A gyroscopic direction indicator. (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. (f) For night flights -- (1) An anticollision light system; (2) Instrument lights to make all instruments, switches, and gauges easily readable, the direct rays of which are shielded from the pilots' eyes; and (3) A flashlight having at least two size "D" cells or equivalent. (g) For the purpose of paragraph (e) of this section, a continuous in-flight electrical load includes one that draws current continuously during flight, such as radio equipment and electrically driven instruments and lights, but does not include occasional intermittent loads	All equipment specified for night and over-the-top VFR conditions, Items (a) to (g) are included in baseline configuration RAL-100-0001. Note: No gyroscopic rate-of-turn is installed, however a third attitude instrument system is included in the baseline configuration.	

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.159(h)	**Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions**		
	Notwithstanding provisions of paragraphs (b), (c), and (d), helicopters having a maximum certificated takeoff weight of 6,000 pounds or less may be operated until January 6, 1988, under visual flight rules at night without a slip skid indicator, a gyroscopic bank-and-pitch indicator, or a gyroscopic direction indicator.	Not applicable	
135.161(a)	**Radio and navigational equipment: Carrying passengers under VFR at night or under VFR over-the-top**		
	No person may operate an aircraft carrying passengers under VFR at night, or under VFR over-the-top, unless it has two-way radio communications equipment able, at least in flight, to transmit to, and receive from, ground facilities 25 miles away.	All radio and navigation equipment specified for night and over-the-top VFR conditions are included in baseline configuration RAL-100-0001.	
135.161(b)			
	No person may operate an aircraft carrying passengers under VFR over-the-top unless it has radio navigational equipment able to receive radio signals from the ground facilities to be used.		
135.161(c)			
	No person may operate an airplane carrying passengers under VFR at night unless it has radio navigational equipment able to receive radio signals from the ground facilities to be used.		
135.163(a)-(e),(g),(h)	**Equipment Requirements: Aircraft carrying passengers under IFR**		
	No person may operate an aircraft under IFR, carrying passengers, unless it has -- (a) A vertical speed indicator; (b) A free-air temperature indicator;	All equipment specified for IFR conditions, Items (a)-(d), (g) and (h) are included in baseline configuration RAL-100-0001. (e) - Aircraft is equipped with three pitot static	

(c) A heated pitot tube for each airspeed indicator;
(d) A power failure warning device or vacuum indicator to show the power available for gyroscopic instruments from each power source;
(e) An alternate source of static pressure for the altimeter and the airspeed and vertical speed indicators;
(g) For multi-engine aircraft, at least two generators or alternators each of which is on a separate engine, of which any combination of one-half of the total number are rated sufficiently to supply the electrical loads of all required instruments and equipment necessary for safe emergency operation of the aircraft except that for multi-engine helicopters, the two required generators may be mounted on the main rotor drive train; and
(h) Two independent sources of energy (with means of selecting either) of which at least one is an engine-driven pump or generator, each of which is able to drive all required gyroscopic instruments powered by, or to be powered by, that particular source and installed so that failure of one instrument or source, does not interfere with the energy supply to the remaining instruments or the other energy source unless, for single-engine aircraft in all cargo operations only, the rate of turn indicator has a source of energy separate from the bank and pitch and direction indicators. For the purpose of this paragraph, for multi-engine aircraft, each engine-driven source of energy must be on a different engine.
(i) For the purpose of paragraph (f) of this section, a continuous inflight electrical load includes one that draws current continuously during flight, such as radio equipment, electrically driven instruments, and lights, but does not include occasional intermittent loads.

systems to provide inputs for the air data system, stall protection system and standby altimeter/airspeed indicator.

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.163(f),(i)	(f) For a single-engine aircraft: (1) Two independent electrical power generating sources each of which is able to supply all probable combinations of continuous inflight electrical loads for required instruments and equipment; or (2) In addition to the primary electrical power generating source, a standby battery or an alternate source of electric power that is capable of supplying 150% of the electrical loads of all required instruments and equipment necessary for safe emergency operation of the aircraft for at least one hour; (i) For the purpose of paragraph (f) of this section, a continuous inflight electrical load includes one that draws current continuously during flight, such as radio equipment, electrically driven instruments, and lights, but does not include occasional intermittent loads.	Not applicable.	
135.165(a)	**Radio and Navigational Equipment: Extended Overwater or IFR Operations** No person may operate a turbojet airplane having a passenger seating configuration, excluding any pilot seat, of 10 seats or more, or a multiengine airplane in a commuter operation, as defined in part 119 of this chapter, under IFR or in extended overwater operations unless it has at least the following radio communication and navigational equipment appropriate to the facilities to be used which are capable of transmitting to, and receiving from, at any place on the route to be flown, at least one ground facility: (1) Two transmitters, (2) two microphones, (3) two headsets or one headset and one speaker, (4) a marker beacon receiver, (5) two independent receivers for navigation, and (6) two independent receivers for communications.	All equipment specified for extended overwater and IFR operations is included in baseline configuration RAL-700-0001.	

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.165(b)	**Radio and Navigational Equipment: Extended Overwater or IFR Operations** No person may operate an aircraft other than that specified in paragraph (a) of this section, under IFR or in extended overwater operations unless it has at least the following radio communication and navigational equipment appropriate to the facilities to be used and which are capable of transmitting to, and receiving from, at any place on the route, at least one ground facility: (1) A transmitter, (2) two microphones, (3) two headsets or one headset and one speaker, (4) a marker beacon receiver, (5) two independent receivers for navigation, (6) two independent receivers for communications, and (7) for extended overwater operations only, an additional transmitter.		
135.165(c)	For the purpose of paragraphs (a)(5), (a)(6), (b)(5), and (b)(6) of this section, a receiver is independent if the function of any part of it does not depend on the functioning of any part of another receiver. However, a receiver that can receive both communications and navigational signals may be used in place of a separate communications receiver and a separate navigational signal receiver.		