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Washington, D.C.

Flight Standardization Board (FSB) Report

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Embraer 550 **EMB-550, 545**

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RECORD OF REVISIONS

Revision Number	Section	Pages Affected	Date
Original	ALL	ALL	01/12/2015
1	1,2,3,4,5,7,12, Apps 1,2, 3	2-4,6-8,10-12,14,16-18	02/05/2016

HIGHLIGHTS OF CHANGE

Revision 1:

- Addresses the addition of the EMB-545 (Legacy 450), Category II Approaches and HALTO operations.
 - Removes Rejected Takeoff for Right Seat Dependent Task Training
 - The term “full flight simulator” used when referring to level A or higher simulators
 - The term “flight simulation training device” is used when referring to both a full flight simulator and flight training device
 - Change “Check Airmen” to “Check Pilot”
 - 5.2.4 changed regulatory reference
 - Reference to amended advisory circular
 - 5.7.2 removed
 - 6.1.2 reflects FAA Order 8900.1 guidance
 - 6.2.1 removed, section renumbered
 - 6.3 “check pilot” replaces “check airman”

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1. PURPOSE AND APPLICABILITY

1.1 This report specifies master training, checking, and currency requirements applicable to pilots operating the Embraer EMB-550 (EMB-550 and EMB-545 hereafter referred to as EMB-550 unless clarity is required) aircraft under Title 14 of the Code of Federal Regulations (14 CFR) part 91 and 135. Provisions of this report:

- a) Determination of the pilot "type rating" assigned to the Embraer EMB-550 and EMB-545,
- b) Determination of the EMB-550 and EMB-545 as related aircraft,
- c) Describe any unique requirement applicable to initial, differences or recurrent training,
- d) Describe MDR for flight crews requiring differences qualification for mixed-fleet-flying or differences, if applicable,
- e) Provide examples of ODR tables, if applicable,
- f) Describe acceptable training program and flight simulation training device characteristics when necessary to establish compliance with applicable regulations, and MDR table, if applicable.
- g) Identify checking and currency standards to be applied by the Federal Aviation Administration (FAA) or operators and,
- h) Provide a listing of regulatory compliance status (compliance checklist) for 14 CFR part 91 and 135, Advisory Circulars (AC), and other operationally related criteria.

1.2 This report addresses Embraer EMB-550 and EMB-545 aircraft identified in FAA Type Certificate Data Sheet (TCDS) # TC000621B.

1.3 The provisions of this 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 a specific Embraer EMB-550 and EMB-545 aircraft equipped in a production configuration and in accordance with current regulations and guidance. Modifications and differences made to the model 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 AC information or revisions to 14 CFR part 91 and 135, aircraft operating experience, or the testing of new or modified aircraft under the provisions of AC 120-53, Guidance for Conducting and Use of Flight Standardization Board Evaluations, as revised.

1.5 Terminology. The term "must" is used in this report and certain MDR footnotes even though it is recognized that this report provides one acceptable means, but not necessarily the only means of compliance with 14 CFR part 91 and 135 requirements. This terminology acknowledges the need for operators to fully comply with this FSB report and MDR and ODR provisions, if applicable, if AC 120-53 is to be used by the operator as its means of complying with 14 CFR part 91 and 135 requirements.

1.6 This report includes:

- a) minimum training, checking, and currency requirements for FAA field offices to use for approving operator programs (e.g. MDRs, Type Rating designations, etc.),
- b) general advisory information which may be approved for that operator (e.g. MDR footnotes, 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), and
- d) requirement for FAA Aviation Safety Inspectors (ASI) and Designees / Check Pilots to receive initial and recurrent training on Embraer EMB-550, to administer checks.

1.7 Relevant acronyms are defined as follows:

14 CFR	Title 14 of the Code of Federal Regulations
91K	14 CFR Part 91 Subpart K
AC	Advisory Circular
ADS	Automatic Dependent Surveillance
AFM	Airplane Flight Manual
ASI	Aviation Safety Inspector
CPDLC	Controller Pilot Data Link Communication
EFIS	Electronic Flight Instrument System
EICAS	Engine Indicating and Crew Alerting System
FAA	Federal Aviation Administration
FANS	Future Air Navigation Systems
FMS	Flight Management System
FSB	Flight Standardization Board
GPWS	Ground Proximity Warning System
MDR	Master Differences Requirements
ODR	Operator Differences Requirements
OPERA	Optimized Performance Analyzer
PIC	Pilot In Command
PFD	Primary Flight Display
RVSM	Reduced Vertical Separation Minimum
SIC	Second In Command
TCAS	Traffic Alert and Collision Avoidance System
TCDS	Type Certificate Data Sheet
VOR	Very High Frequency Omnidirectional Range

2. PILOT "TYPE RATING" REQUIREMENTS

2.1 In accordance with the provisions of 14 CFR part 61, FAA Order 8900.1, and AC 120-53, a pilot type rating is assigned to the EMB-550 and EMB-545 and is designated "**EMB-550**".

2.2 SIC Type Rating: In accordance with the provisions of the pertinent CFR, FAA Order 8900.1, and AC 120-53, as revised, an SIC pilot type rating is assigned to the EMB-550 and EMB-545 and is designated "**EMB-550**" with Limitation for "**EMB-550 SIC Privileges Only**".

3. MASTER DIFFERENCE REQUIREMENTS (MDR)

3.1 Master Difference Requirements Tables for the EMB-550 and EMB-545 are shown in Appendix 1. These provisions apply to transition between variants and mixed fleet flying when differences between related aircraft exists that affect crew knowledge, skills, or abilities relating to flight safety (e.g., Level A or greater differences). Credit for specific maneuvers is permitted between aircraft as specified. This is appropriate since handling qualities and flight characteristics permit certain credit for training, and checking.

3.2 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 noted level of difference, or more restrictive than the noted level of difference, depending on the significance of the differences between particular related aircraft.

4. OPERATOR DIFFERENCE REQUIREMENTS (ODR) TABLES

4.1 ODR Tables: ODR tables are used to show an operator compliance methods. Detailed Embraer generic ODR tables are on file with the Seattle AEG. Copies are available on request. These ODR tables are provided as Embraer generic and, therefore, may not include items that are applicable to particular operators.

4.2 Operator Preparation of ODR Tables: Operators flying a "mixed fleet" of EMB-550 and EMB-545 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 EMB-550 aircraft between various operators and compatibility of each ODR table with MDR provisions.

4.4 ODR Table Distribution: Original FAA approved ODR 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 applicable EMB-550 FSB Chair at the Seattle AEG.

4.5 Credit Permitted by ODR Tables:

4.5.1 Prerequisite: The ODR tables credits assume that pilots are qualified, current and experienced in operating the base aircraft.

4.5.2 Training: ODR tables describe differences between one aircraft (base aircraft) and another aircraft (difference aircraft) in summary form and are categorized by differences in design features, systems, and maneuvers.

4.5.3 Operating Experience (OE): Operating experience for the EMB-550 may be accomplished in any related EMB-550 aircraft.

4.5.4 Checking: ODR tables specify minimum levels of checking that satisfy differences requirements or type rating requirements. Checking provisions are outlined in Section 6.

4.5.5 Currency: Currency credit is authorized as outlined in Section 7 and as specified by ODR tables.

4.5.6 EMB-550 and EMB-545 MFF: For mixed fleet flying of EMB-550 and EMB-545 aircraft, operators may apply for approval under the provisions of AC 120-53, as revised. Operators flying a "mixed fleet" of related aircraft types must have approved ODR tables consistent with the provisions of this report.

5. FSB SPECIFICATIONS FOR TRAINING

5.1 General

5.1.1 The provisions of this section apply to programs for airmen who have experience in multi-engine transport turbojet aircraft, Electronic Flight Instrument System (EFIS) and Flight Management Systems (FMS). Additional requirements may be appropriate and necessary for airmen not having this experience.

5.2 Pilots Initial, Transition and Upgrade Training

5.2.1 Initial, transition, or upgrade ground training for the EMB-550 aircraft is accomplished as specified by §§ 61.155, 91.1101 or 135.345 and Areas of Emphasis identified in paragraph 5.5.1.

5.2.2 Initial, transition, or upgrade flight training for the EMB-550 aircraft is accomplished as specified by §§ 61.157, 91.1103 or 135.347 and Areas of Emphasis identified in paragraph 5.5.2.

5.2.3 Emergency Training for the EMB-550 aircraft is accomplished in accordance with §§ 91.1083, 135.331 and FAA Order 8900.1, Volume 3, Chapter 19, Section 4.

5.2.4 SIC training is mandatory in accordance with §§ 61.55, 91.1099 and 135.343 for airmen serving as a SIC on the EMB-550. Training programs should address all training elements of §§ 61.55 and 135.345 and include tasks stipulated in paragraph 5.2.5. A SIC Pilot Type Rating may be issued when all required training and documentation; including tasks stipulated by this report, are completed satisfactorily.

5.2.5 Seat Dependent Task training.

The FSB found the following right seat dependent tasks for the EMB-550.

- a) Cockpit Preflight
- b) Landing Gear Free Fall Lever / Emergency Extension
- c) Manual Ram Air Turbine Deployment

5.3 Differences Training

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. Detailed Embraer generic ODR tables may be obtained through the Seattle AEG. Copies are available on request. These ODR tables are provided as Embraer generic and, therefore, may not include items that are applicable to particular operators.

- a) A differences training program recognizes 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.

5.4 Recurrent Training

5.4.1 Recurrent Ground Training must include appropriate training in accordance with §§ 91.1107 and 135.351 and Areas of Emphasis identified in paragraph 5.5.1.

5.4.2 Recurrent Flight Training must include appropriate training in accordance with §§ 91.1107 and 135.351 and Areas of Emphasis identified in paragraph 5.5.2.

5.5 Areas of Emphasis.

5.5.1 The following areas must be emphasized during ground training:

- Optimized Performance Analyzer software (OPERA), Weight and Balance and Performance Planning – OPERA is the approved performance software per the Airplane Flight Manual (AFM). Weight and balance and performance data is widely dispersed in the paper AFM requiring emphasized instruction on the use of both OPERA and the paper AFM information

including the location and application of tabs, charts, and graphs, in determining weight and balance and aircraft performance.

- Electronic Display System / Display Control Panel / Cursor Control Devices operation and interaction – The menus, displays, and navigation functions are controlled through the Electronic Display System, Display Control Panel and Cursor Control Devices. The various methods of accessing menus, selecting or configuring displays, inputting data, and graphical flight planning must be emphasized in training such that a crewmember is thoroughly familiar with their function and capabilities.
- Flight Control Modes / Control Laws – It is important that crewmembers thoroughly understand the operation of the aircraft in each of the flight control modes. This item must be included in initial and recurrent training.
- Emergency Descent Mode functionality – The EMB-550 has a unique capability to automatically descend in the event of a loss of cabin pressure above 25,000 feet. This item must be included in initial and recurrent training.

5.5.2 The following areas must be emphasized during flight training:

- Flight Control System – A thorough understanding of the primary and secondary system components and operation of the aircraft in all of the control laws and modes. Direct Mode should only be demonstrated in the full flight simulator, and should never be utilized in the aircraft unless a checklist requires it. Demonstration of Direct Mode is not required for the practical test. This item must be included in initial and recurrent training.
- Emergency Descent Mode demonstration – The EMB-550 has a unique capability to automatically descend in the event of a loss of cabin pressure above 25,000 feet. This item must be included in initial and recurrent training.
- Auto-Throttle System – It is important to thoroughly understand the operation and limitations of the system in each phase of flight include single engine operation. This item must be included in initial and recurrent training.
- Flight Instruments, Engine Indication and Crew Alert System (EICAS) and the Adaptive Flight Displays Units – Altitude and airspeed are presented on vertical scale instruments in both digital and analog formats. Pilots need to be able to understand the multitude of information presented on all the displays. Pilots transitioning from traditional round dial basic "T" instruments may require additional training and instrument scan practice to gain proficiency in manually flying by reference to the Primary Flight Display. Recognition of display failures, reversionary modes, and appropriate corrective action to be taken should be addressed.
- Automatic Flight Control System – An understanding of the various lateral and vertical modes and the ability to select and arm the various modes during different phases of flight is essential. An operational understanding of the autopilot and flight director limitations and the skills and ability to operate the aircraft in compliance with associated limitations.
- Control Panels – System control panels using pushbuttons with integral light bars. Pilots should have an understanding of the switch position and system configuration as it relates to whether the light bar is illuminated or not. This understanding is required for both normal and abnormal system operation.

- Wing and Horizontal Stabilizer Ice Protection System – A thorough understanding of system operation, limitations and procedures is required.
- Pro Line Fusion Avionics System – The operational use of and functionality concerning controllers, synoptic pages, display softkeys, FMS functions, database currency requirements, synthetic vision, annunciations, flight planning, hazard avoidance systems, system failure modes and back up controllers.
- Direct Mode – Approaches to Stalls, Recovery from Unusual Attitudes and a minimum of two (2) instrument approaches will be demonstrated with satisfactory outcomes never in doubt. Direct Mode should only be demonstrated in the full flight simulator, and should never be utilized in the aircraft unless a checklist requires it. Demonstration of Direct Mode is not required for the practical test. This item must be included in initial and recurrent training.

5.6 Specific Flight Characteristics for training.

- All items listed in paragraph 5.5.2
- The first indication of an impending stall is activation of the Aural Alert “Low Speed” in Normal Mode and “Stall” in Direct Mode.
- Stall Prevention and Recovery Training must be accomplished in accordance with AC 120-109 (as amended), “Stall Prevention and Recovery Training”.

5.7 Operating Experience:

5.7.1 Operating Experience Pertinent to Each Flight Crewmember must be obtained while serving in the primary crew position.

5.8 Other Training:

5.8.1 Future Air Navigation Systems (FANS) – Flight Crews operating aircraft equipped with FANS software should receive appropriate instruction in its general operational functions, appropriate uses for areas of operation, routes, or procedures to be flown. General training should address Communications, Navigation, and Surveillance functions covered by FANS, Required Navigation Performance, and Actual Navigation Performance. In addition, sufficient training in use of Controller Pilot Data Link Communication (CPDLC) and Automatic Dependent Surveillance (ADS) to ensure adequate knowledge, skill, and proficiency for flight crews to operate the above system(s) in typical daily operations (requiring their use) should be provided when installed.

5.8.2 Instrument Approaches –Category I/II approaches are permitted by certification. Operators should ensure that flight crews are familiar with appropriate use of the Auto Flight Control System control panel, Automatic Flight Control System, Standby Flight Instrument System and FMS / Pro Line Fusion, including modes to be used for the types of instrument approaches to be flown and methods in lieu of or in conjunction with Non-Directional Radio Beacon, Very High Frequency Omni-Directional Radio Beacon (VOR), Localizer, or Back Course Localizer procedures.

Additionally, flight crews operating aircraft equipped with the optional Category II capability should receive appropriate ground and flight instruction. Training should provide each PIC and each other

pilot having duties related to the use of Category II instrument procedures with comprehensive instruction in ground systems and NAVAIDs for Category II as well as its related aircraft system, flight procedures and operations specifications. The following EMB-550 Category II system characteristics should also be addressed in training:

- The minimum equipment required for Category II operation.
- System requirements and limitations.
- Autopilot Flight Director Guidance System Single Lane (APPR 1) and Dual Lane (APPR 2) configurations.
- Autopilot disconnect options, especially in case of Autopilot Quick Disconnect Button failure;
- APPR 2 capability requirements.
- APPR 2 operation, including failure recognition, handling and its consequences.
- Engine failure and One Engine Inoperative APPR 2 operations.

The means of compliance for approval of Low Visibility Operations, training & crew qualification programs (Category I and Category II) are specified by AC 120-29A.

5.8.3 Long Range / Extended Range / Overwater Flights – Due to criticality of fuel computations, flight crews should be familiar with all aspects of fuel management to include normal and abnormal procedures, published flight planning information, and the manner in which fuel computations are made.

5.8.4 Hazardous Weather and Winter Operations – Proper precautions and procedures regarding hazardous weather / winter operations, which may be unique to EMB-550 aircraft should be addressed. Topics such as wing / tail de-ice, autobrake and antiskid braking characteristics, procedures for windshear identification and recovery techniques, hazards associated with rejected takeoffs near V1, and other such topics.

5.8.5 Controlled Flight Into Terrain – Due to continued efforts to reduce exposure to these accidents, special emphasis on this topic is appropriate. Emphasis on altitude awareness, Ground Proximity Warning System (GPWS) warnings, situational awareness and crew coordination is appropriate.

5.8.6 Reduced Vertical Separation Minimum (RVSM) – Operations training programs and operating practices and procedures to include Traffic Alert and Collision Avoidance System (TCAS) alerts and annunciations.

5.8.7 Line Oriented Flight Training Programs can be approved in accordance with existing regulations.

5.8.8 Autobrake – Flight Crews operating aircraft equipped with Autobrake should receive appropriate instruction with emphasis on the performance associated to the different Autobrake settings versus manual braking utilization.

5.8.9 High Altitude Takeoff and Landing (HALTO) operations – Operators should ensure that flight crews are familiar with appropriate use of the cockpit oxygen masks as part of the normal procedures

during HALTO operations as well as the minimum oxygen quantity required on board prior to each flight.

5.9 Training Objective – The objective of both ground and flight training is to train to proficiency.

6. FSB SPECIFICATIONS FOR CHECKING

6.1 Testing, Checking and Evaluations specified by 14 CFR part 61, 91K, 135 and FAA Practical Test Standards.

6.1.1 The following areas of emphasis should be addressed during checks:

- a) Proficiency with manual and auto-pilot engaged flight must be demonstrated.
- b) Proper selection and use of Automatic Flight Control System and Flight Director modes should be demonstrated, particularly during instrument approaches.
- c) Demonstration of proficient operation of the FMS / Pro Line Fusion system including departures, arrivals, holds and approaches while maintaining outside visual scanning without prolonged fixation on the FMS.

6.1.2 Demonstration of a No Flap approach and landing during a check is appropriate. When the flight test is conducted in the airplane in actual flight, a touchdown from a No Flap approach is not required and shall not be attempted in accordance with FAA Order 8900.1, Volume 5, Chapter 3, Section 2, Paragraph 5-832. The approach must be flown to the point where the ASI, check pilot or examiner can determine if the landing would occur in the touchdown zone.

6.2 Type Ratings

6.2.1 Practical tests may follow standard provisions of 14 CFR part 61 and the Practical Test Standard. The satisfactory completion of a practical type rating evaluation in the EMB-550 aircraft will meet the requirement for the EMB-550 type rating. The same requirement should be followed by flight crewmembers operating under 14 CFR part 91.

6.2.2 Application For and Issuance of Type Ratings – Airmen completing pertinent 14 CFR part 61 or 135 requirements for the issuance of a pilot type rating in accordance with FSB requirements described in this report may apply to the FAA for the EMB-550 type rating endorsement. Upon satisfactory completion of required tests, and submission of an application via Integrated Airman Certification and Rating Application or a FAA Form 8710-1 (Airman Certification and/or Rating Application), an authorized designee or qualified ASI may issue the pilot certificate with type rating. The checks must be administered by an authorized designee or an ASI qualified on the EMB-550.

6.3 Proficiency Checks are administered in accordance with 14 CFR part 61, 91K, and 135. A proficiency check in the EMB-550 aircraft suffices for the type provided initial qualification, recurrent qualification and differences per MDR and approved ODR tables for that operator are met. These checks must be administered by an authorized check pilot or qualified ASI. Satisfactory completion of a proficiency check may be substituted for recurrent flight training as permitted in 14 CFR part 91K and part 135.

7. FSB SPECIFICATIONS FOR RECENCY OF EXPERIENCE

The FSB has found no additional currency or recency of experience requirements for the EMB-550, other than those already specified in 14 CFR part 61 and part 135. Currency for Mixed Fleet Flying Operations are shown in MDR/ODR tables.

8. AIRCRAFT REGULATORY COMPLIANCE CHECKLIST (see Appendix 3)

The checklist was provided to the FSB by Embraer to document operational regulatory compliance of the production conforming EMB-550. The checklist also documents operator's responsibility rules not demonstrated to the FSB, which must be demonstrated to Certificate Holding District Office by the operator.

9. FSB SPECIFICATIONS FOR TRAINING DEVICES AND SIMULATORS

The FSB has found that devices or simulators approved for use in EMB-550 initial / recurrent training or checking must replicate the EMB-550 in function and fidelity to the degree determined by the level of device or simulator.

10. APPLICATION OF FSB REPORT

10.1 All EMB-550 operators are subject to the provisions of this report. This report becomes effective on the date of approval (see Cover Sheet or Record of Revisions page).

10.2 All FAA approved Training Programs must incorporate the latest FAA Approved AFM Procedures, AFM checklists, manufacturer's recommendations for training maneuvers and all provisions of this report.

11. ALTERNATE MEANS OF COMPLIANCE

11.1 Alternate means of compliance to the requirements of this report must be approved by the FSB. If alternate compliance is sought, operators must show that the proposed alternate means provides an equivalent level of safety to the provisions of AC 120-53 (as amended) and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation or other evidence may be required.

11.2 Equivalent Safety – Significant restrictions may apply in the event alternate compliance is sought, and the reporting requirements may be increased to ensure equivalent safety. FAA will generally not consider relief through alternate compliance unless sufficient lead-time has been planned by an operator to allow for any necessary testing and evaluation.

11.3 Interim Programs – In the event of clearly unforeseen circumstances in which it is not possible for an operator to comply with provisions of this report, the operator may seek an interim program approval rather than a permanent alternate compliance method. Financial arrangements, scheduling adjustments and other such reasons are not considered “unforeseen circumstances” for the purposes of this provision. Interim program approvals must be approved by the FSB Chair.

12. MISCELLANEOUS

12.1 FSB Board Record

12.1.1 Embraer made application for new type design on 14 May, 2009 for the Embraer 550. The FSB members were; Troy Zwicke (ASI – Kansas City Aircraft Evaluation Group), David Shifflett (ASI – Flight Safety Certification Management Unit), Robert Carter (ASI – National Simulator Program), Brett Vance (Aircraft Certification Office - Test Pilot).

The FSB attended Flight Safety International in Saint Louis, Missouri from 28 August thru 20 September 2014 and then reconvened at Gaviao Peixoto, Brazil from 29 September thru 10 October 2014 and a new type rating was established.

12.2 Autopilot Use

12.2.1 Engagement Altitudes – As referenced in the FAA Approved AFM, the EMB-550 aircraft has specifically been evaluated for autopilot suitability engagement after takeoff. Autopilot engaged takeoff is not authorized.

12.2.2 Minimum Altitude for Autopilot Use – The EMB-550 aircraft has specifically been evaluated for autopilot suitability for continued use during precision approaches, non-precision approaches and in the go-around mode as referenced in the FAA Approved AFM. Autopilot engaged landing is not authorized.

12.3 Landing Minima Categories – the EMB-550 aircraft is Category “B” for normal straight-in landing approaches and normal circling approaches.

12.4 Normal "Final Landing Flap Setting" – per § 91.126(c) is considered to be "Flaps Full". Normal straight in precision, non-precision and circling approaches are flown with Flaps Full from the Final Approach Fix and use of the FMS for constant angle non-precision approaches is recommended. Landing with flaps settings other than “Flaps Full” is by an Abnormal, Emergency or Crosswind procedure only. No flap approach and landing is not waived, Training and checking is required.

12.5 EMB-550 aircraft have an optionally installed forward observer seat. The forward observer seat was evaluated and determined to be operationally suitable and compliant with §§ 135.75 and 135.76.

12.6 Emergency Evacuation procedures have not been demonstrated for the EMB-550 aircraft. The EMB-550 aircraft certificated for a maximum of 12 passenger seats and the EMB-545 aircraft certificated for a maximum of 9 passenger seats. Each operator is responsible for their own Emergency Evacuation demonstration.

12.7 No Ditching Demonstration has been accomplished for the EMB-550 or EMB-545 aircraft. The airplanes are not certified for ditching under § 25.801. Each operator is responsible for their own extended over water equipment and procedures.

12.8 Proving and validation tests in accordance with § 135.145 are appropriate in accordance with FAA Order 8900.1, Volume 3, Chapter 29, Section 3.

12.9 Two Electronic Flight Bags act independently as File Servers with database synchronization. Dual File Server Units are required for paperless operation in accordance with aeronautical information requirements of §§ 91.503 and 135.83. At least one (1) File Server must be available on emergency electrical power. The Pro Line Fusion system has capabilities of being utilized as an Electronic Flight Bag that must be approved by the Certificate Holding District Office.

12.10 The Electronic Checklist was evaluated and determined to be operationally suitable. Printed Pilot Checklist are required for compliance with §§ 91.503 and 135.83.

12.11 The Pro Line Fusion system is capable of displaying worldwide aeronautical charts from Jeppesen “ChartView”. The charts are displayed in full color with high resolution. The charts services require a subscription service which contains geo-referenced information on airport procedures worldwide and the database is revised every 28 days.

ChartView data includes Standard Terminal Arrivals, Departure Procedures, Instrument Approach Procedure charts, Airport Diagrams and Chart Notices To Airman applicable to specific information conveyed on the displayed Jeppesen “ChartView” chart.

Dual redundancy is required for a suitable source of electronic aeronautical information. The Jeppesen “ChartView” enhanced map overlays were not evaluated therefore another suitable source of Enroute Chart information must be available at the pilot station.

APPENDIX 1

MASTER DIFFERENCE REQUIREMENTS TABLE

Type Rating EMB-550		FROM AIRPLANE				
		EMB-545	EMB-550			
T O A I R P L A N E	EMB-545	/	A/A/A			
	EMB-550	A/A/A	/			

APPENDIX 2

ACCEPTABLE OPERATOR DIFFERENCE REQUIREMENTS TABLES

Contact the Seattle AEG for most current ODR Tables

425-917-6600

APPENDIX 3

AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

AT TIME OF ORIGINAL CERTIFICATION OF EMB-550

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
91. 9 (a)	Compliance with Flight Manual, Markings, and Placard Markings	Operator's responsibility	-	
91. 9 (b)(1)	Availability of Current Airplane Flight Manual in Aircraft	Compliant	The aeroplane is provided with an AFM.	
91. 9 (c)	Identification of Aircraft in Accordance with FAR 45	Optionally Compliant	Embraer, optionally, under operator's request, may identify the aeroplane according to Part 45 of this chapter.	
91.103 (a)	IFR Flight Planning and Fuel Requirements	Operator's responsibility	-	
91.103 (b)(1)	Preflight Planning Runway Performance Data	Compliant	Embraer provides the required performance information in Airplane Flight Manual, Airplane Operations Manual and Approved Performance Software (OPERA).	
91.126 (c)	On or In The Vicinity of an Airport in Class G Airspace Minimum Certificated Landing Flap Setting	Operator's responsibility	-	
91.180 (a)(1)	Reduced Vertical Separation Minimums	Operator's responsibility	-	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
91.189	Category II or III Operations	Optionally Compliant	<p>The aeroplane may, optionally, under operator's request, be configured for CAT II Operations.</p> <p>The aeroplane is not certified to perform CAT III Operations.</p>	
91.191	Category II and Category III Manual	Compliant	<p>The information regarding the CAT II Operations is provided by Embraer on AFM, AOM and QRH. By receiving the operational manuals from Embraer, the operator can not perform a CAT II Operation unless its crew is properly trained and its aeroplane is configured for CAT II Operations.</p> <p>The aeroplane is not certified to perform CAT III Operations.</p>	
91.203 (a)(b)	Valid Airworthiness Certificate, Flight Permit, Registration Certificate.	Operator's responsibility	-	
91.203 (c)	Fuel Tanks in the Passenger/Baggage Compartment	Operator's responsibility	-	
91.203 (d)	Fuel Venting and Exhaust Emissions Requirements	Compliant	The engine is certified under FAR Part 34, as stated in the TCDS.	
91.205 (a)	Powered Civil Aircraft with Standard Category U.S. Airworthiness Certificates: Instrument and Equipment Requirements: General	Operator's responsibility	-	
91.205 (b)	Day VFR	Compliant	The aeroplane is equipped with all required equipment/instruments for VFR flight during the day.	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
91.205 (c)	Night VFR	Compliant	The aeroplane is equipped with all required equipment/instruments.	
91.205 (d)	IFR	Optionally Compliant	The aeroplane in its basic communication system configuration is equipped with two VHF systems for short-range communications, and may, optionally, under operator's request, be equipped with a third VHF that supports ACARS and CPDLC datalink communication. For long-range communication Embraer may, optionally, under operator's request, install a single or dual HF system(s) and a SATCOM system. The baseline navigation configuration consists of two FMS-GPS long-range navigation systems, and two VOR/ILS/MB and one DME radio navigation systems for short-range navigation. The aeroplane may, optionally, under operator's request, be equipped with a second DME, and single or dual ADF radio-navigation systems. The aeroplane is equipped with all other required equipment/instruments.	
91.205 (e)	Flight at and Above FL240	Compliant	The aeroplane in its baseline is equipped with two VOR and single DME radio navigation systems and two FMS-GPS systems with RNP 0.3. A second DME may, optionally, be installed under operator's request.	
91.205 (f)	Category II Operations	Optionally Compliant	The aeroplane may, optionally, under operator's request, be configured for CAT II Operations.	
91.205 (g)	Category III Operations	Not Compliant	The aeroplane is not certified to perform CAT III Operations.	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
91.205 (h)	Night Vision Goggle Operations	Not Compliant	The aeroplane is not approved for night vision goggle operations.	
91.207 (a)(b)	Emergency Locator Transmitter (ELT)	Compliant	The aeroplane in its basic configuration is equipped with an automatic fixed ELT that operates on the frequencies 121,5 MHz, 243 MHz and 406 MHz, which meets the requirements of TSO-C91a and TSO-C126. The fixed and automatic ELT is attached in the aft section of the aeroplane.	
91.207 (c)	Emergency Locator Transmitter (ELT) Batteries	Compliant	The ELT battery is inspected and assembled according to manufacturer's Installation Procedure and recorded at EWCL (Equipment With Controlled Life), which is available to customers. However, it is an operator's responsibility to maintain it in operative condition.	
91.207 (d)	Emergency Locator Transmitter (ELT) Maintenance	Operator's responsibility	-	
91.209 (b)	Operate an aircraft equipped with an anti-collision light system.	Operator's responsibility	-	
91.211 (a)	Supplemental Oxygen: General	Compliant	The aeroplane in its basic configuration is equipped with a 77 cu.ft oxygen cylinder that provides at least two-hour supplemental oxygen to flight crew members at cabin pressure altitudes above 10,000ft ("Cabin High Altitude" warning CAS message), and at least 30 minutes supplemental oxygen to each passenger at cabin pressure altitudes above 15,000ft (oxygen masks automatic deployment at 14,500ft +/- 300ft). Optionally, under operator's request, a 115 cu.ft oxygen cylinder may be installed instead of the 77 cu.ft oxygen cylinder. It is an operator's responsibility to check if the supplemental oxygen is enough to the number of occupants and the route to be flown.	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
91.211 (b)	Pressurized Cabin Aircraft	Compliant	<p>The aeroplane in its basic configuration is equipped with a 77 cu.ft oxygen cylinder that provides at least two-hour supplemental oxygen to flight crew members at cabin pressure altitudes above 10,000ft ("Cabin High Altitude" warning CAS message), and at least 30 minutes supplemental oxygen to each passenger at cabin pressure altitudes above 15,000ft (oxygen masks automatic deployment at 14,500ft +/- 300ft). Optionally, under operator's request, a 115 cu.ft oxygen cylinder may be installed instead of the 77 cu.ft oxygen cylinder.</p> <p>It is an operator's responsibility to check if the supplemental oxygen is enough to the number of occupants and the route to be flown.</p> <p>The crew oxygen system comprises a quick-donning pressure demand oxygen mask with auto-dilution mode that provides supplemental and protective oxygen.</p> <p>The crew mask is approved according to TSO-C78a and TSO-C89a and can be placed on the face with one hand from the ready position within 5 seconds. It is an operator's responsibility to use the mask accordingly.</p>	
91.213	Inoperative Instruments and Equipment	Compliant	<p>The MMEL is provided to the operator at the aeroplane delivery. It is operator's responsibility to develop and approve his own MEL.</p> <p>The instruments listed in paragraph (b) are not included in the MMEL.</p>	
91.215 (a)	ATC Transponder and Altitude Reporting Equipment and Use	Compliant	<p>The Traffic Surveillance System for the aeroplane in its baseline consists of a TCAS with an Integrated Transponder Unit and a stand-alone transponder unit. Both are approved according to TSO-C112.</p> <p>During normal operation, the use of the integrated or the stand alone transponder is done at pilot discretion but during an electrical emergency just the stand-alone can be utilized.</p>	
91.215 (b),(c) (d)	Transponder Operation	Compliant	<p>The TCAS integrated transponder is Class 2A1 121 011 while the stand-alone is a Class 3A2 121 011. Both are Mode-S transponders which respond Air Traffic Control Radar Beacon System (ATCRBS) standard Mode A and C interrogations as well as to Mode S selective interrogations, with the applicable provisions specified in</p>	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
			TSO-C112.	
91.217 (a)(1)	Deactivation of equipment.	Operator's responsibility	-	
91.217 (a)(2)	Tests and calibration.	Compliant	The transponder equipment is designed and tested to give a maximum error of 125 feet within all aeroplane altitude envelope.	
91.217 (a)(3)	Altimeters and digitizers standards.	Compliant	The aeroplane is not equipped with altimeters and digitizers that meet the standards TSO-C10b and TSO-C88, respectively. However, it is equipped with TSO-C106 Air Data System.	
91.217 (b)	Same Source	Compliant	Pressure altitude reported for ADS-B Out and Transponder is provided by the same source (Air Data System).	
91.219 (a)	Approved Altitude Alerting System	Compliant	The aeroplane in its baseline configuration is equipped with an altitude alerting system. It is an operator's responsibility to maintain it in operable conditions.	
91.219 (b)	Altitude alerting system or device.	Compliant	<p>Altitude alerting system of the aeroplane is available for all operating altitude approved.</p> <p>Both aural and visual signals are used to alert the pilot when approaching a preselected altitude, in either ascend or descend, in sufficient time to establish level flight at that altitude.</p> <p>Both aural and visual signals are used to alert the pilot when deviating above and below the preselected altitude, in either ascend or descend, in sufficient time to establish level flight at that altitude.</p>	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
91.221 (a)(b)	Traffic Alert and Collision Avoidance System Equipment and Use	Compliant	The aeroplane is equipped with TCAS II 7.1 which meets the requirements of TSO-C119c.	
91.223 (a)	Terrain Awareness and Warning System	Compliant	The aeroplane in its baseline configurations is equipped with a Class A TAWS that meets the TSO-C151b requirements. Class A TAWS surpasses Class B TAWS in all of its requirements.	
91.223 (b)	Terrain Awareness and Warning System	Not Applicable	Applicable only to aeroplane manufactured on or before 29 MAR 2002.	
91.223 (c)	Terrain Awareness and Warning System	Compliant	The AFM is provided to the operator and contains appropriated procedures for the use of the TAWS and guidance on proper crew reaction in response to terrain awareness and warning system audio and visual warnings. The AOM also provides detailed information on the operation of TAWS.	
91.223 (d)	Terrain Awareness and Warning System	Operator's responsibility	-	
91.225 (a)	Automatic Dependent Surveillance-Broadcast Out Equipment	Not Compliant	The aeroplane may, optionally, under operator's request, be equipped with an ADS-B system that meets TSO-C166a requirements. Replacement of the system is scheduled before 01 JAN 2020, in order to comply with TSO-C166b requirements.	
91.227 (b)	1090 MHz ES and UAT Broadcast Links and Power Requirements	Not Compliant	The aeroplane may, optionally, under operator's request, be equipped with an ADS-B system that meets TSO-C166a requirements. Replacement of the system is scheduled before 01 JAN 2020, in order to comply with TSO-C166b requirements.	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
91.227 (c)	ADS-B Out Performance Requirements	Not Compliant	The aeroplane may, optionally, under operator's request, be equipped with an ADS-B system that meets TSO-C166a requirements. Replacement of the system is scheduled before 01 JAN 2020, in order to comply with TSO-C166b requirements.	
91.227 (d)	Minimum Broadcast Message Element Set	Not Compliant	The aeroplane may, optionally, under operator's request, be equipped with an ADS-B system that meets TSO-C166a requirements. Replacement of the system is scheduled before 01 JAN 2020, in order to comply with TSO-C166b requirements.	
91.227 (e)	ADS-B Latency Requirements	Not Compliant	The aeroplane may, optionally, under operator's request, be equipped with an ADS-B system that meets TSO-C166a requirements. Replacement of the system is scheduled before 01 JAN 2020, in order to comply with TSO-C166b requirements.	
91.227 (g)	Incorporation by Reference	Operator's responsibility	-	
91.409	Inspections	Operator's responsibility	-	
91.411	Altimeter System and Altitude Reporting Equipment Tests and Inspections	Compliant	The aeroplane Air Data System components comply with the performance requirements defined in TSO-C16A, TSO-C106, and TSO-C54. Air Data System is tested on production process at an altitude of 45,000 feet. The anemometric system is tested on production process. Air Data System and the ATC transponder are tested on production process. The date of test is informed to the operator through EWCL (equipment With Controlled	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
			Life). Following tests and inspections are operator's responsibility.	
91.413	ATC Transponder Tests and Inspections	Compliant	ATC Transponder system is tested on production process.	
91.503 (a)(1)	Flying Equipment and Operating Information: Flashlights	Compliant	The aeroplane in its baseline is equipped with a flashlight for each flight crewmember easily accessible at his/her station having at least two size "D" cells, or the equivalent.	
91.503 (a)(2)	Cockpit Checklist	Compliant	Embraer provides AFM, AOM and QRH containing the Normal and Emergency Procedures.	
91.503 (a)(3) (a)(4)	Aeronautical Charts	Operator's responsibility	-	
91.503 (a)(5)	One Engine Inoperative Climb Performance Data	Compliant	Embraer provides the AFM and AOM containing all required certificated performance data. Embraer also provides an Airplane Performance Software (OPERA) that contains all approved AFM performance data in order to help the operator in determining the required performance.	
91.503 (b)(c)	Cockpit Checklist Contents	Compliant	Subparagraphs (b)(1) up to (6) are included in the Normal Procedures contained in the AFM and AOM. Subparagraph (7) is described in the Emergency Procedures included in both manuals and also available in the QRH. All required subparagraphs of paragraph (c) are included in the Emergency Procedures presented in the AFM, AOM and QRH.	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
91.503 (d)	Use of Data by Crew	Operator's responsibility	-	
91.505	Familiarity with Operating Limitations and Emergency Equipment	Operator's responsibility	-	
91.507	Equipment Requirement: Over the Top, or Night VFR Operations	Operator's responsibility	See paragraph §91.205(d) for detailed description of the required instruments and equipment. Landing light is also required in this paragraph (See paragraph §91.205(c)(4) for detailed description). It is an operator's responsibility to maintain each required instrument and item of equipment in operable condition.	
91.509 (a)	Survival Equipment for Overwater Operations (life preserver / flotation means)	Compliant	The aeroplane is equipped with an easily accessible life jacket for each occupant having an approved survivor locator light.	
91.509 (b)	Survival Equipment for Overwater Operations (extended overwater equipment)	Optionally Compliant	<p>The aeroplane on its baseline is provided with an easily accessible life jacket for each occupant, equipped with an approved survivor locator light. The aeroplane may, optionally, under operator's request, be equipped with a single life raft to accommodate the required number of occupants under its rated buoyance capacity, equipped with an approved survival locator light. The optional liferaft is equipped with a survival kit that contains a pyrotechnic signaling device.</p> <p>The optional liferaft is equipped with an attached water-resistant, portable emergency radio signaling device that is capable of transmission on the appropriate emergency frequency or frequencies and not dependent upon the aeroplane power supply.</p> <p>The aeroplane may optionally, under operator's request, be equipped with a lifeline installed in a proper compartment at the overwing emergency exit according to the requirements of paragraph 25.1411(g).</p>	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
91.509 (d)(e)	Survival Equipment for Overwater Operations (extended overwater equipment)	Optionally Compliant	<p>When provided in the aeroplane, the optional liferaft is equipped with a survival kit.</p> <p>The aeroplane is equipped with life preservers which are easily accessible and the locations are conspicuously marked. When provided in the aeroplane, the optional liferaft is installed in the aft internal luggage compartment and it is conspicuously marked. The pyrotechnic signaling device is inside the survival kit of the liferaft.</p>	
91.511	Radio Equipment for Overwater Operations	Optionally Compliant	<p>The aeroplane in its basic configuration is equipped with two independent VHF communication systems. It may, optionally, under operator's request, be provided with single or dual independent HF systems as well as a third VHF.</p> <p>The aeroplane in its basic configuration is equipped at each crew station with one headset with boom microphone, one handheld microphone and one microphone in the oxygen mask.</p> <p>The aeroplane in its basic configuration is equipped with dual FMS and dual GPS long-range navigation systems.</p>	
91.513	Emergency Equipment	Compliant	<p>All emergency equipment installed in the aeroplane is easily accessible to the crewmembers.</p> <p>Each emergency equipment is clearly marked with its method of operation.</p> <p>The emergency equipment compartments are properly marked. The equipment are labeled with the contents. It is the operator's responsibility to perform the inspection and register the date of last inspection, and expiration date.</p> <p>The type and quantity of extinguishing agent are suitable for the kinds of fires likely to occur in such compartment.</p> <p>One hand fire extinguisher is located in the cockpit and readily accessible to the flight crew.</p> <p>One hand fire extinguisher is located in the cockpit and readily accessible to the flight crew.</p> <p>The aeroplane in its baseline is equipped with one first aid kit for treatment of injuries likely to occur in flight or in minor</p>	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
			accidents.	
91.517	Passenger information	Compliant	The aeroplane is equipped with "Fasten Seat Belt" and "No Smoking" signals at visible location to all occupants. The signals are turned on and off by flight crewmembers in the cockpit.	
91.519	Passenger Briefing	Compliant	The aeroplane is provided with printed cards available for each passenger containing a diagram and methods of operating the emergency exits and any other instructions necessary for use of emergency equipment. The aeroplane is equipped with the pilot announcement system which allows the pilot to communicate with passengers.	
91.521	Shoulder Harness	Compliant	Each seat at a flight deck station with a combined safety belt and shoulder harness meets the applicable requirements specified in §25.785 of this chapter.	
91.525	Carriage of Cargo	Compliant	The aeroplane has an in-flight accessible stowage compartment, for occupant's carry-on baggage, located behind the lavatory in the rear part of the fuselage.	
91.527	Operating in Icing Conditions	Compliant	The aeroplane meets transport category aeroplane type certification provisions, including the requirements for certification for flight in icing conditions according to 14CFR Part 25 requirements.	
91.531	Second In Command Requirements	Operator's responsibility	-	
91.533	Flight Attendant Requirements	Not Applicable	Applicable only to aeroplane with a passenger seating capacity for more than 19.	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
91.535	Stowage of Food, Beverages and Passenger Service Equipment.	Operator's responsibility	-	
91.603	Aural Speed Warning Device	Compliant	The aeroplane is type certificated in the transport category according to 14CFR Part 25 and it is equipped with aural speed warning device complying with §25.1303(c)(1).	
91.605	Transport Category Civil Airplane Weight Limitations	Operator's responsibility	-	
91.607	Emergency Exits for Airplanes Carrying Passengers for Hire	Not Applicable	Applicable only to a large aeroplane (type certificated under the Civil Air Regulations effective before April 9, 1957) in passenger-carrying operations for hire.	
91.609 (a)	Operation with Inactive Flight Data Recorder or Cockpit Voice Recorder	Operator's responsibility	-	
91.609 (b)	Operation by Other than Holder of Air Carrier or Commercial Certificate	Operator's responsibility	-	
91.609 (c)	Requirements for Flight Data Recorder - 10+ passengers	Compliant	The aeroplane is equipped with one approved FDR that utilizes a digital method of recording and storing data and a method of readily retrieving that data from the storage medium. It is capable of recording the data specified in appendix E of this part within the range, accuracy, and recording interval specified, and meets the requirements of §25.1459 of this chapter and it is approved according to TSO-C124a. It retains the recorded information data for at least 25 hours.	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
91.609 (d)	FDR Operations	Compliant	The FDR installed in the aeroplane starts recording from engine start and stops to record when the engine is shutdown.	
91.609 (e)(f)	Requirement for Cockpit Voice Recorder	Compliant	<p>The aeroplane is equipped with one CVR that meets the requirements of section 25.1457.</p> <p>The CVR installed in the aeroplane starts recording from aeroplane power up and it stops recording 10 minutes after engine shutdown.</p> <p>The CVR has an erasure feature that is available on the miscellaneous synoptic page. It is only operable when the WOW switch is ON and parking brake is set. The CVR preserves at least 15 minutes of audio recording after erasure. The erased audio can be retrieved only by using the Accident Investigators Kit.</p>	
91.609 (g)	Accident Reporting	Operator's responsibility	-	
91.609 (h)	CVR specifications effective April 7, 2012	Not Applicable	Applicable only to aeroplane manufactured before 07 Apr 2010.	
91.609 (i)	Cockpit Voice Recorder	Compliant	<p>The aeroplane is equipped with one CVR that meets the installation requirements of section 25.1457, including 25.1457(a)(6) and (d)(5).</p> <p>The CVR installed in the aeroplane records a minimum of 120 minutes and it is designed to comply with the requirements of TSO-C123b.</p>	
91.609 (j)	Datalink Recording	Compliant	The CVR installed in the aeroplane is capable to record a minimum of 120 minutes of data link information, when a data link system is installed.	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
91.613	Materials for Compartment Interiors	Compliant	The thermal/acoustic insulation materials installed in the fuselage meet the flame propagation requirements of §25.856.	
91.801 (a)(2)	Part 36 Applicability	Not Applicable	Section 91.813 is removed by amendment 91-276.	
91.805	Operating Noise Limits for Subsonic Airplanes	Not Applicable	Applicable only to civil subsonic jet (turbojet) aeroplanes with maximum weights of more than 75,000 pounds, according to subparagraph §91.801(a)(1).	
91.853	Operating Noise Limits for Subsonic Airplanes	Not Applicable	Applicable only to any civil subsonic jet (turbojet) aeroplane with maximum certificated takeoff weight of more than 75,000 pounds, according to paragraph §91.801(c).	
91.1023 & .1025	Program Operating Manual Requirements and Contents	Operator's responsibility	-	
91.1033 (a)(1) & (b)	Cockpit Checklist	Compliant	The AFM is provided to the operator and contains the cockpit checklist for Normal and Emergency procedures. The cockpit checklist for Emergency Procedures is also available on AOM and QRH.	
91.1033 (a)(2) & (c)	Emergency Cockpit Checklist	Compliant	The AFM is provided to the operator and contains the required Emergency procedures. The Emergency procedures are also available on AOM and QRH.	
91.1033 (a)(3)	Aeronautical Charts	Operator's responsibility	-	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
91.1033 (a)(4)	IFR Navigation/Approach Charts	Operator's responsibility	-	
91.1035 (e)	Automated Briefing Recording	Not Compliant	Embraer does not provide an approved recording playback device.	
91.1035 (f)	Passenger Briefing Cards	Compliant	The aeroplane is provided with printed cards for the use of each passenger containing a diagram and methods of operating the emergency exits and any other instructions necessary for use of emergency equipment. Each briefing card is located near passenger seats and contains information about the aeroplane configuration.	
91.1045 (b)(1)	Cockpit Voice Recorder	Compliant	The aeroplane is equipped with a CVR which complies the requirements of section 135.151.	
91.1045 (b)(2)	Flight Recorder	Compliant	The aeroplane is equipped with a FDR which complies the requirements of section 135.152.	
91.1045 (b)(3)	TAWS System	Compliant	The aeroplane is equipped with a TAWS A which meets the requirements in TSO C- 151b, and complies the requirements of section 135.154.	
91.1045 (b)(4)	TCAS System	Compliant	The aeroplane is equipped with a TCAS II change 7.1 which meets the requirements in TSO C-119c.	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
91.1045 (b)(5)	Airborne Weather Radar Equipment	Compliant	The aeroplane is equipped with an airborne weather radar according to §135.175. The aeroplane may optionally be equipped with Lightning Detection System (LDS), under operator's request.	
91.1109 (b)(1)	Manufacturer Aircraft Maintenance Inspection Program	Compliant	The Maintenance Plan Document is provided in order to support the operator to develop his own maintenance program.	
91.1115 (a)	Minimum Equipment List	Compliant	The MMEL and MEL guide is provided to the operator. It is operator's responsibility to develop and approve his own MEL. The instruments and equipment listed in paragraph (b) are not included in the MMEL. Therefore, the operator shall not include them in its MEL to be approved by his local authority.	
91.1411	Continuous Airworthiness Maintenance Program	Operator's responsibility	-	
91.App A	Category II Operations	Optionally Compliant	The aeroplane may, optionally, under operator's request, be configured for CAT II Operations.	
91.App C	Operations in the North Atlantic (NAT) Minimum Navigation Performance Specifications (MNPS) Airspace	Compliant	The aeroplane has approved navigation performance capability that complies with Appendix C requirements. It is capable to operate within airspace designated as Minimum Navigation Performance Specification Airspace.	
91 App G	Operations in Reduced Vertical Separation (RVSM) Airspace	Compliant	The aeroplane is approved to operate within RVSM airspace.	
135. 21	Manual Requirements	Operator's responsibility	-	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
135.75 (b)	Inspector's Credential: Admission to pilot's compartment: Forward observer's seat.	Optionally Compliant	The airplane may optionally be equipped with an Observer Seat, under operator's request. The installation of the seat includes an oxygen mask, smoke goggles, and a third audio control panel. The third ACP (Audio Control Panel) provides the same functionality as the baseline system installed in the flight deck.	
135.76 (b)	DOD Commercial Air Carrier Evaluator's Credentials: Admission to Pilots Compartment: Forward Observer's Seat	Optionally Compliant	The airplane may optionally be equipped with an Observer Seat, under operator's request. The installation of the seat includes an oxygen mask, smoke goggles, and a third audio control panel. The third ACP (Audio Control Panel) provides the same functionality as the baseline system installed in the flight deck.	
135.81 (c)	Aircraft Equipment Manuals and Aircraft Flight Manual	Operator's responsibility	-	
135.83 (a)(1) & (b)	Cockpit Checklist	Compliant	Embraer provides the required information to comply with these requirements in operational manuals and approved performance software: cockpit checklist, emergency procedures and OEI climb performance. The required information are provide in operational manuals (AFM, AOM and QRH).	
135.83 (a)(2) & (c)	Emergency Procedures Checklist	Compliant	Embraer provides the required information to comply with these requirements in operational manuals and approved performance software: cockpit checklist, emergency procedures and OEI climb performance. The required information are provide in operational manuals (AFM, AOM and QRH).	
135.83 (a)(3)	Aeronautical Charts	Operator's responsibility	-	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
135.83 (a)(4)	IFR Navigation/Approach Charts	Operator's responsibility	-	
135.83 (a)(5)	Multiengine Aircraft One-Engine Climb Data	Compliant	Embraer provides the required information to comply with these requirements in operational manuals and approved performance software: cockpit checklist, emergency procedures and OEI climb performance.	
135.89 (b)	Supplemental Oxygen, Pressurized Cabin Aircraft	Compliant	The Crew Oxygen System provides a minimum of two-hour oxygen supply for each crew member based on the emergency descent profile. The aeroplane crew oxygen system comprises a quick-donning pressure demand oxygen mask with auto-dilution mode that provides supplemental and protective oxygen. The crew mask is approved according to TSO-C78a and TSO-C89a and can be placed on the face with one hand from the ready position within 5 seconds. It is an operator's responsibility to use the mask accordingly.	
135.93	Autopilot: Minimum Altitudes for Use	Compliant	Embraer provides autopilot operation and limitations in the operational manuals: AFM, AOM and QRH.	
135.99 (a)	Composition of Flight Crew – AFM Limitations	Compliant	The AFM and the AOM are provided to the operator and contains minimum flight crew information.	
135.99 (b)	Second in Command required for 10 or more passenger seating configuration.	Operator's responsibility	-	
135.113	Passenger Occupancy of Pilot Seat	Operator's responsibility	-	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
135.117	Briefing of Passengers before Flight	Operator's responsibility	It is a flight crew's responsibility to brief the passenger before each takeoff. The oral briefing is supplemented, as baseline, by printed cards carried in convenient locations for the use of each passenger. The cards are appropriate for the aeroplane type, contain a diagram of, and method of operating, the emergency exits, and any other instructions necessary for the use of emergency equipment. The aeroplane is equipped with the pilot announcement system which allows the pilot to communicate with passengers. Embraer does not provide the recording playback device.	
135.122	Stowage of Food, Beverages and Passenger Service Equipment.	Operator's responsibility	-	
135.123	Emergency and Emergency Evacuation Duties	Operator's responsibility	-	
135.127	Passenger Information	Compliant	The aeroplane in its baseline is equipped with "No Smoking" signals at visible location to all occupants. The signals are turned on and off by flight crewmembers in the cockpit.	
135.128	Safety Belts and Child Restraint Systems	Compliant	The aeroplane is provided with approved seats and safety belts to be used by each person aboard the aeroplane who has reached his second birthday. Embraer does not provide the child restraint system.	
135.129 (d)(e)	Exit Seating Passenger Information Cards	Not Applicable	Not applicable for on-demand operations with aeroplane having 19 or fewer passenger seats and commuter operations with aeroplane having 9 or fewer passenger seats.	
135.143 (b)	Approved/Operable Instruments and Equipment	Operator's responsibility	-	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
135.143 (c)	ATC Transponder	Compliant	The Traffic Surveillance System for the aeroplane in its baseline consists of a TCAS with an Integrated Transponder Unit and a stand-alone transponder unit, which are approved according to TSO-C112.	
135.145 (d)(1)	Validation Testing	Operator's responsibility	-	
135.147	Dual Controls Required	Compliant	The aeroplane is equipped with a sidestick and pedals installed for each pilot.	
135.149 (a)	Altimeter Adjustable for Barometric Pressure	Compliant	The aeroplane Air Data System consists of 4 SmartProbes™ and 2 Total Air Temperature (TAT) sensors. Altitude is displayed at the right side of each PFD and on the SFIS. Altitude barometric correction adjustment is performed by the flight crew selecting the barometric correction value used by the PFD to correct the barometric altitude that is displayed on the altitude tape. The adjusted barometric corrected value is displayed just below the altitude tape on each PFD and at the upper right corner above the altitude tape on the SFIS.	
135.149 (b)	Heating or Deicing Equipment	Not Applicable	Applicable only to aeroplane with reciprocating engines.	
135.149 (c)	Turbojet Additional equipment	Compliant	The aeroplane is equipped with the SFIS which is a third bank-and-pitch indicator and is installed in accordance with paragraph 121.305(j) and (k) of this chapter.	
135.149 (e)	Additional Equipment Administrator Requires	Operator's responsibility	-	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
135.150 (a)	Public Address System	Not Applicable	Applicable only to aeroplane with passenger seating configuration, excluding any pilot seat, of more than 19 seats.	
135.150 (b)	Crew Interphone System	Not Applicable	Applicable only to aeroplane with passenger seating configuration, excluding any pilot seat, of more than 19 seats.	
135.151 (a)	Requirement and Installation of CVR	Not Applicable	Superseded by paragraph (g)(1)(i) and (ii) of this section.	
135.151 (b)	Requirement and Installation of CVR	Not Applicable	Applicable only to a multiengine, turbine-powered aeroplane having a passenger seating configuration of 20 or more seats.	
135.151 (d)	Boom and Mask Microphone	Compliant	The CVR system records audio signal received by boom and mask microphone in accordance with FAR 25.1457(c)(5).	
135.151 (c)(e)	CVR - Recorded Data	(c) Operator's responsibility (e) Compliant	(c) - (e) The CVR has an erasure feature that is available on the miscellaneous synoptic page. It is only operable when the WOW switch is ON and parking brake is set. The CVR preserves at least 15 minutes of audio recording after erasure. The erased audio can be retrieved only by using the Accident Investigators Kit.	
135.151 (f)	Additional CVR Requirements	Not Applicable	Applicable only to aeroplane manufactured before 07 Apr 2010.	
135.151 (g)	Additional CVR Requirements	Compliant	The aeroplane is equipped with one CVR that meets the installation requirements of section 25.1457. The CVR installed in the aeroplane starts recording from aeroplane power up and it stops recording 10 minutes after engine	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
			shutdown. The CVR installed in the aeroplane records a minimum of 120 minutes and it is designed to comply with the requirements of TSO-C123b.	
135.151 (h)	Recording Datalink messages	Compliant	The CVR installed in the aeroplane records a minimum of 120 minutes of data link information.	
135.152 (a)	Requirement for FDR	Compliant	The aeroplane is equipped with one approved FDR that use a digital method of recording and storing data and a method of readily retrieving that data from the storage medium. It is capable of recording the data specified in appendix B of this part within the range, accuracy, and recording interval specified, and it retains no less than 25 hours of aeroplane operation.	
135.152 (b)	Requirement for Flight Data Recorder	Not Applicable	Applicable only to a multiengine, turbine-powered aeroplane having a passenger seating configuration of 20 to 30 seats.	
135.152 (c)	FDR Operations	Compliant	The FDR installed in the aeroplane starts recording from engine start and stops 60 seconds after the engine shutdown.	
135.152 (d)(e)	FDR – Recorded Data	Operator's responsibility	-	
135.152 (f)	Installation Requirements	Compliant	The aeroplane is equipped with one FDR that meets the requirements of §25.1459 of this chapter.	
135.152 (g)	Underwater Locator Device	Compliant	The FDR is provided with Underwater Locating Beacon (ULB) device.	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
135.152 (h)	Operational Parameters Required to be Recorded	Compliant	The FDR records the parameters listed in paragraph (h)(1) through (h)(88) within the ranges, accuracies, resolutions, and recording intervals specified in Appendix F of this part.	
135.152 (i)	FDR required parameters data ranges, accuracies, resolutions and intervals	Not Applicable	Superseded by paragraph (j) of this section.	
135.152 (j)	FDR required parameters data ranges, accuracies, resolutions and intervals	Compliant	The FDR records the parameters listed in paragraph (h)(1) through (h)(88) within the ranges, accuracies, resolutions, and recording intervals specified in Appendix F of this part.	
135.152 (m)	FDR Requirements	Compliant	The aeroplane is equipped with one FDR that meets the requirements of §25.1459 of this chapter. The FDR is approved according to TSO-C124b and retains the recorded information data for at least 25 hours.	
135.153 (a)	Requirement for GPWS	Not Applicable	Reserved.	
135.153 (c)	Airplane Flight Manual	Not Applicable	Reserved.	
135.154 (a)	Terrain Awareness and Warning System	Compliant	The aeroplane in its baseline configurations is equipped with a Class A TAWS that meets the TSO-C151b requirements and with AFDs (adaptive flight displays) that are approved to display terrain situational awareness.	
135.154 (c)	AFM procedures for TAWS	Compliant	The operational manuals (AFM, AOM, and QRH) are provided to the operator and contains appropriated procedures for the use of the TAWS and guidance on proper flight crew reaction in response to terrain awareness and warning system audio and visual warnings.	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
135.155 (a)	Fire Extinguishers: Type and Suitability of Agent	Compliant	The type and quantity of extinguishing agent are suitable for the kinds of fires likely to occur in such compartments.	
135.155 (b)	Fire Extinguisher on Flight Deck	Compliant	One hand fire extinguisher is located in the cockpit and readily accessible to the flight crew.	
135.155 (c)	Fire Extinguisher in Passenger Compartment	Compliant	One hand fire extinguisher is conveniently located in the passenger compartment.	
135.156	Flight data Recorders: Filtered Data	Compliant	The parameters recorded in the FDR comply with Appendix F of this part and no filter any parameter.	
135.157 (a)	Oxygen Equipment Requirements Unpressurized aircraft.	Not Applicable	Applicable only to unpressurized aeroplane.	
135.157 (b)	Oxygen Equipment Requirements Pressurized Aircraft.	Compliant	<p>The aeroplane in its basic configuration is equipped with a 77 cu.ft oxygen cylinder that provides at least two-hour supplemental oxygen to flight crew members at cabin pressure altitudes above 10,000ft ("Cabin High Altitude" warning CAS message), and at least 30 minutes supplemental oxygen to each passenger at cabin pressure altitudes above 15,000ft (oxygen masks automatic deployment at 14,500ft +/- 300ft). Optionally, under operator's request, a 115 cu.ft oxygen cylinder may be installed instead of the 77 cu.ft oxygen cylinder.</p> <p>It is an operator's responsibility to check if the supplemental oxygen is enough to the number of occupants and the route to be flown.</p>	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
135.157 (c)	Equipment requirement	Compliant	<p>The aeroplane has an oxygen system that allows the crew to readily determine the amount of oxygen available through the synoptic display in the cockpit and the system will trigger the CAS message "PAX OXY DEPLOYED" when the passenger oxygen masks are deployed.</p> <p>The oxygen system has only one cylinder to supply oxygen to cabin crews and passengers and his pressure is shown in the Synoptic display in the cockpit. For crew oxygen mask, the oxygen flow is indicated in the stowage box indicator. For passenger oxygen mask, the oxygen flow is indicated in a region of the oxygen mask bag, which become inflated with oxygen flow.</p> <p>The crew oxygen mask has a 100% mode setting, which can be set at their discretion, that allow to crew breathes 100% oxygen regardless of the cabin altitude.</p>	
135.158 (a)	Pitot Heat Indicating Systems Requirement and Operation	Compliant	The air data system is equipped with a pitot heat indication system, fully compliant with §25.1326 of this chapter.	
135.159 (a) - (g)	Equipment Requirements: Carrying Passengers under VFR at Night or under VFR Over The Top Conditions	Compliant	The aeroplane is equipped with all required equipment/instruments.	
135.161	Radio and Navigational Equipment: Aircraft Carrying Passengers Under VFR at Night or under VFR Over The Top	Optionally Compliant	<p>The aeroplane in its basic configuration is equipped with two independent VHF communication systems. It may, optionally, under operator's request, be provided with single or dual independent HF systems, as well as a third VHF with datalink and/or CPDLC capability. The meteorological information can be received via the optional systems Datalink Graphical Weather or Satellite Datalink Weather. The aeroplane in its basic configuration is equipped with dual FMS dual GPS long-range navigation systems, two VOR and one DME radio navigation systems. The aeroplane may, optionally, under operator's request, be</p>	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
			equipped with the second DME, and single or dual ADF radio-navigation systems.	
135.163	Equipment Requirements: Aircraft Carrying Passengers Under IFR	Compliant	The aeroplane is equipped with all required equipment/instruments.	
135.165	Radio and Navigational Equipment: Extended Overwater or IFR Operations	Optionally Compliant	<p>The aeroplane in its basic configuration is equipped with dual FMS dual GPS long-range navigation systems, two VOR and one DME radio navigation systems. The aeroplane may, optionally, under operator's request, be equipped with a second DME, and single or dual ADF radio-navigation systems.</p> <p>The aeroplane is equipped with a marker beacon receiver with visual and aural alert of inner marker, and also one radio altimeter (the second one is optional).</p> <p>The aeroplane is equipped with two localizer and glide slope receiving systems. Each system provides ILS display on each side of the instrument panel.</p> <p>The aeroplane in its basic communication system configuration is equipped with two VHF systems for short-range communications, and may, optionally, under operator's request, be equipped with a third VHF. For long-range communication the aeroplane may, optionally, under operator's request, be equipped with a single or dual HF system(s) and a SATCOM system.</p> <p>The aeroplane in its basic configuration is equipped at each crew station with one headset with boom microphone, one handheld microphone and one microphone in the oxygen mask. Also the aeroplane is equipped with one speaker above each crew station.</p>	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
135.167	Emergency Equipment: Extended Overwater Operations	Optionally Compliant	<p>The aeroplane is equipped with an easily accessible life jacket for each occupant having an approved survivor locator light.</p> <p>The aeroplane may, optionally, under operator's request, be equipped with a single life raft to accommodate the required number of occupants under its rated buoyance capacity, equipped with an approved survival locator light.</p> <p>The optional liferaft is equipped with a survival kit that contains a pyrotechnic signaling device.</p> <p>The optional liferaft is equipped with a survival kit that contains a self-buoyant, water-resistant, portable emergency radio signaling device that is capable of transmission on the appropriate emergency frequency or frequencies and not dependent upon the aeroplane power supply.</p>	
135.169	Additional Airworthiness Requirements	Compliant	The aeroplane meets the additional airworthiness requirements of §§121.213 through 121.283 and 121.307 of this chapter.	
135.170	Materials for Compartment Interiors	Compliant	<p>Seat cushions as specified comply with the requirements pertaining to fire protection of seat cushions in §25.853(c).</p> <p>Thermal/acoustic insulation materials installed in the fuselage meet the flame propagation requirements of §25.856.</p>	
135.171 (a)	Shoulder Harness Installation at Flight Crewmember Stations	Compliant	Each flight crewmember station is provided with an approved shoulder harness (five-point restraint system).	
135.173 (a)	Airborne Thunderstorm Detection Equipment	EMB-550: Compliant	EMB-550: The aeroplane is equipped with an airborne weather radar according to §135.175 and may optionally be equipped with Lightning Detection System (LDS), under operator's request.	
		EMB-545: Not Applicable	EMB-545: Applicable only to aeroplane that has a passenger seating configuration, excluding any pilot seat, of 10 seats or more in passenger-carrying operations.	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
135.173 (f)	Power Supply	Compliant	The Weather Radar is powered by the DC BUS 2. The Lightning Detection System is powered by the DC BUS 1.	
135.175 (a)	Airborne Weather Radar Equipment	Compliant	The aeroplane is equipped with an airborne weather radar.	
135.175 (e)	Power Supply	Compliant	The Weather Radar is powered by the DC BUS 2.	
135.177	Emergency Equipment Requirements for more than 19 Passengers	Not Applicable	Applicable only to aeroplane having a passenger seating configuration, excluding any pilot seat, of more than 19 seats.	
135.178	Additional Emergency Equipment	Not Applicable	Applicable only to aeroplane having a passenger seating configuration of more than 19 seats.	
135.179 (a)	Inoperable Instruments and Equipment	Compliant	The MMEL and MEL guide are provided to the operator at the aeroplane delivery. It is operator's responsibility to develop and approve his own MEL.	
135.179 (b)	Instruments and Equipment NOT included in MEL	Compliant	The instruments and equipment listed in this paragraph that may not be included in the Minimum Equipment List are not included in the MMEL provided by Embraer.	
135.180 (a)	Requirement for an Approved TCAS	EMB-550: Compliant	EMB-550: The aeroplane is equipped with TCAS II 7.1 which meets the requirements of TSO-C119c.	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
		EMB-545: Not Applicable	EMB-545: Applicable only to turbine powered aeroplane that has a passenger seat configuration, excluding any pilot seat, of 10 to 30 seats.	
135.180 (b)	Flight Manual Requirements	Compliant	The operational manuals (AFM, AOM and QRH) provides the required limitations and procedures to properly operate the system. The avionics provides an amber color status annunciation message to inform pilots that the system is off (TCAS OFF) and a CAUTION CAS message to inform pilots that the system is failed (TCAS FAIL). The possible status annunciations for TCAS is explained in detailed in the Airplane Operations Manual.	
135.181 (a)(1)	Performance Requirements: Single Engine Aircraft Operated Over The Top or in IFR Conditions	Not Applicable	Applicable only to single-engine aeroplane.	
135.181 (a)(2)	Performance Requirements: Multi Engine Aircraft Operated Over The Top or in IFR Conditions	Compliant	Embraer provides the required information to comply with this requirement in the operational manuals and approved performance software.	
135.183 (a)	Performance Requirements: Land Aircraft Operated Over Water	Operator's responsibility	-	
135.183 (c)	Performance Requirements: Multi Engine Land Aircraft Operated Over Water	Compliant	The required information to comply with this requirement is provided in the operational manuals and approved performance software.	
135.185 (a)	Empty Weight and Center of Gravity: Currency Requirement	Operator's responsibility	-	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
135.185 (b)	Aircraft Original Airworthiness Certificate	Operator's responsibility	-	
135.227 (a),(b) (c),(e), (f)	Icing Conditions: Operating Limitations	Compliant	The aeroplane meets transport category aeroplane type certification provisions, including the requirements for certification for flight in icing conditions, according 14CFR Part 25 requirements.	
135.363 (f)	AFM Performance Data	Operator's responsibility	-	
135.364	Maximum Flying Time Outside the U.S.	Operator's responsibility	-	
135.397	Small Transport Category Airplane Performance Operating Limitations	Not Applicable	Applicable only for small transport category aeroplane.	
135.398 (a) (b) (c) (d)	Commuter Category Airplanes Performance Operating Limitations	Not Applicable	Applicable only for commuter category aeroplanes.	
135.399	Small Non-Transport Category Airplane Performance Operating Limitations	Not Applicable	Applicable only for small nontransport category aeroplane.	
135.411 (a)(2)	Maintenance Applicability	Operator's responsibility	-	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
135.419	Approved Aircraft Inspection Program	Compliant	Embraer provides the Maintenance Plan Document including the aeroplane inspection program and all maintenance manuals to support it.	
135.421 (b) (c) (d) (e)	Manufacturer's Maintenance Program	Compliant	All maintenance manuals are provided to support the Maintenance Plan Document which contains recommended maintenance inspection program.	
135.422	Aging Airplane Inspections and Records or Airplanes Certificated With 9 or Fewer Passenger Seats	Operator's responsibility	-	
135.425	Maintenance, Preventive Maintenance and Alteration Programs	Operator's responsibility	-	
135.427 (b)	Manual for Maintenance, Preventive Maintenance and Alterations	Operator's responsibility	-	
135 App. A		Not Applicable	Applicable only to reciprocating-engine or turbopropeller-powered small aeroplane that has a passenger seating configuration, excluding pilot seats, of 10 seats or more.	
135 App. B		Not Applicable	Superseded by Appendix F of this part.	
135 App. D		Not Applicable	Superseded by Appendix F of this part.	

14 CFR Part	Requirement	Compliance	Remark	FSB Finding
135 App. F		Compliant	The FDR records the parameters listed in paragraphs 135.152(h)(1) through (h)(88) within the ranges, accuracies, resolutions, and recording intervals specified in Appendix F of this part.	
135 App. G		Not Compliant	The aeroplane is not approved for ETOPS operations.	