

FLIGHT STANDARDIZATION BOARD REPORT

**SINO SWEARINGEN AIRCRAFT CORPORATION
MODEL SJ30-2**



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APPROVED

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1. PURPOSE AND APPLICABILITY

The purpose of this report is to specify FAA training, checking, and currency requirements applicable to the Sino Swearingen Aircraft Corporation (SSAC) SJ30-2 model. This report is intended to assist Principal Operations Inspectors (POI) in the administration of approved training, checking, and currency programs. This guidance is specifically applicable to 14 CFR Part 135 operators and 14 CFR Part 91, Subpart K (i.e. Fractional Operators) training programs, 14 CFR Part 141 Pilot Schools Training Course Outline approval, 14 CFR Part 142 Training Centers Training Programs, and to FAA inspectors, Designated Check Airmen, and Pilot Proficiency Examiners in the conduct of practical examinations in the Model SJ30-2.

2. PILOT TYPE RATING REQUIREMENTS

In accordance with 14 CFR Part Parts 1 and 61, the pilot type ratings for the Sino Swearingen SJ30-2 are designated as **SJ30** or **SJ30S**. For the purposes of pilot certificate endorsement, the SJ30 and the SJ30S are two separate pilot type ratings. Each requires its own endorsement from a qualified instructor in the areas of operation required by the PTS and separate practical examinations.

SJ30

The SJ30 designation is awarded to pilots that successfully pass the requirements for a pilot type rating utilizing a second in command. Holders of a SJ30 pilot type rating may only conduct operations utilizing a second in command who meet the requirements of 14 CFR Part 61.55. PIC's operating the SJ30 using an SIC are subject to the requirements of 14 CFR Part 61.58, in that they must have successfully passed a proficiency check in an aircraft requiring a crew of two within the previous 12 months and a 14 CFR Part 61.58 proficiency check utilizing an SIC in the SJ30 aircraft within the previous 24 months. This is accordance with 14 CFR Part 61.58 and the minimum crew requirement limitation in the FAA approved Flight Manual. Pilots who already hold the SJ30S pilot type rating may be issued the SJ30 pilot type rating after completing the practical examination for a type rating using an SIC. Pilots may obtain an SJ30 pilot type rating in lieu of a 14 CFR Part 61.58 proficiency check.

SJ30S

The SJ30S pilot type rating is awarded to pilots who successfully pass the practical examination as a single pilot. Holders of a SJ30S pilot type rating may conduct single pilot operations or utilize a second in command. Holders of the SJ30S pilot type rating that are required to utilize an SIC due to the fact that an SIC is required by the lack of equipment specified to be installed and operable by the AFM Limitations (i.e., Autopilot being inoperative) must also be qualified in accordance with 14 CFR Part 61.58 requirements.

An applicant for a SJ30S type rating who already holds a SJ30 type rating must successfully complete a separate entire practical examination in accordance with the appropriate Practical Test Standard as a single pilot. Applicants awarded the SJ30S

pilot type rating in this manner should be issued the SJ30S pilot type rating and retain the SJ30 type rating designation on their pilot certificate.

3. MASTER COMMON REQUIREMENTS (MCR'S)

GENERAL

The Sino Swearingen Aircraft Corporation (SSAC) model SJ30-2 is a 14 CFR Part 23 aircraft. Its maximum takeoff gross weight is 13,950 pounds. For 14 CFR Part 23 Normal Category aircraft, the maximum takeoff gross weight is 12,500 pounds. 14 CFR Part 23 Commuter category allows certification of aircraft in 14 CFR Part 23 up to and including 19,000 pounds, but aircraft between 12,500 and 19,000 must be certificated in the Commuter category. By regulation, the Commuter category is applicable to turbo-propeller powered airplanes only. SSAC was issued an exemption to certificate the SJ30-2 as a 14 CFR Part 23 Commuter category airplane. SSAC was issued Special Conditions that require the SJ30-2 to meet transport category (14 CFR Part 25) takeoff and landing performance requirements and systems requirements. Although not specifically required by 14 CFR Part 135 or 14 CFR Part 91, Subpart K, due to passenger capacity or aircraft weight, the aircraft is equipped with such equipment as a Terrain Avoidance and Warning System (TAWS), weather radar, and Traffic Collision and Alerting Systems (TCAS II) which enhance the single pilot capability and situational awareness. See compliance checklist, Appendix 3.

The aircraft is equipped with Williams FJ44-2A engines that produce 2,300 pounds of thrust each. The aircraft is equipped with flaps and slats. Maximum speed is .83 M_{mo} , 320 KIAS, up to 29,500 feet. The aircraft has a maximum operating altitude of 49,000 feet and can maintain a Sea Level cabin pressure up to 41,000 feet. It has a maximum differential cabin pressure limit of 12.0 psi that will maintain a maximum cabin altitude of 1,800 feet at 49,000 feet. The airplane is capable of more than 2,500 NM range and is RVSM certified. The maximum seating capacity is 5 passengers when utilizing the copilot seat for a passenger seat with one qualified single pilot.

The avionics suite in the SJ30 is a Honeywell Primus 1000 Integrated Avionics System combining several subsystems into two integrated avionics computers (IAC's). The Primus 1000 is an automatic Electronic Display System (EDS), Flight Guidance System (FGS), and Flight Management System (FMS). The Integrated Avionics System also computes automatic fault reporting and non-intrusive monitoring of sensor data. The EDS displays attitude, heading, air data, navigation, engine indications, and systems information and displays.

The FGS is an automatic flight control system that executes fail-passive flight director guidance, autopilot (AP), yaw damper (YD), and trim functions. Three-axis aircraft attitude and path control is generated throughout the aircraft's normal flight regime. The automatic path mode commands (flight director) are generated by either IAC which integrate attitude, heading reference, air data and display symbol generator functions into a complete aircraft control system to assure optimum performance. The single autopilot is located in the pilot's IAC. Each IAC contains a single yaw damp function. A

third yaw rate gyro is used for redundancy to determine failed yaw rate input in the event of yaw rate miscompare. The completely integrated, fail-passive AP/YD with flight director and display system has a full complement of horizontal and vertical flight guidance modes.

The PFD integrates attitude, heading, air data information, flight director modes and command bars, weather radar, EGPWS, and navigation information. It displays pitch and roll attitude, heading, course/desired track orientation and flight path commands as well as selected mode and source annunciations. The PFD also displays indicated airspeed, barometric altitude, vertical speed and radio altitude.

The MFD displays heading, navigation maps, weather radar information, EGPWS, and aircraft systems. In addition, the engine indication and system information is displayed on the MFD. Engine indication is an integrated display that replaces the majority of the traditional engine gages in the cockpit.

In addition, the avionics suite for the SJ30-2 incorporates standby instruments for airspeed, altitude and attitude. In the event of a total electrical failure (dual generator failure) navigation and heading reference as well as engine gages are presented on the MFD in a reversionary mode. Other subsystems include:

Primus 331 Weather Radar System

Primus II Radio System

Global Positioning System (GPS)

Enhanced Ground Proximity Warning System (EGPWS) that meets the requirements of Terrain Alerting and Warning System (TAWS)

Traffic Alert and Collision Avoidance System (TCAS II)

LITEF Attitude and Heading Reference System (AHRS)

Procedure Knowledge

Landing Minima Category (14 CFR 97.3)

The following straight-in approach minima (based on Maximum Landing Weight (MLW) and 1.3 times V_{SO}) for the SJ30 are as follows:

Aircraft	Landing Flap	Category
SJ30	31° (LDG)	B

For the purpose of determining circling approach minima, the minimums are based on the highest speed used during a circling maneuver. As depicted in the table below, the highest speed to be flown (speed category) during the circling maneuver must be used to determine the appropriate minimums. This will ensure that the aircraft will remain within the designated maneuver area and assure obstacle clearance.

Speed Category	Visibility in Statute Miles
Less than 91 Kts.	1 Mile
91 to 120 Kts.	1 Mile
121 to 140 Kts.	1 ½ Miles
141 to 165 Kts.	2 Miles
Above 165 Kts.	3 Miles

Takeoff, Climb, Cruise, and Approach Profiles and Speeds:

The takeoff, climb, cruise and approach profiles and speeds for the SJ30 are:

Takeoff – (SL, ISA, 13,950 lbs, Flaps 10°) $V_R = 111$ KIAS, $V_2 = 117$ KIAS

Climb –

Maximum climb	210 KIAS
Normal climb	230 KIAS / .68 Mach
Cruise climb	250 KIAS / .70 Mach

Cruise –

V_{MO}	320 KIAS
M_{MO}	.83 Mach
Maximum operating altitude	49,000 feet

Approach –

V_{FE} (10° or 20°)	200 KIAS
V_{FE} (LDG)	170 KIAS
V_{LE}/V_{LO}	225 KIAS

Landing - (SL, ISA, 12,725 lbs, Flaps 31°) $V_{APP} = 119$ KIAS, $V_{REF} = 114$ KIAS

Abnormal and Emergency Procedures

Abnormal and emergency procedures are presented in the Airplane Flight Manual (SSAC Report 30-030) and in the FAA approved Pilots Abbreviated Checklist (SSAC Report 30-069).

4. MASTER DIFFERENCES REQUIREMENTS (MDR's)

MDR'S are reserved as there are no variants.

5. ACCEPTABLE OPERATOR DIFFERENCE REQUIREMENTS (ODR's)

Acceptable ODR tables are reserved as there are no variants.

6. FSB SPECIFICATIONS FOR TRAINING

Ground training in the following subjects for the SJ30-2 is required:

- a) Crew Resource Management
- b) Cockpit/FMS Familiarization
- c) Aircraft General Description (Interior/Exterior)
- b) Review of the AFM and Operating Manuals to include Normal & Abnormal Procedures and Limitations
- c) Lighting Systems
- d) WCATS (Warning, Caution, Annunciation, Tone Systems)
- e) Powerplants
- d) Fire Protection System
- e) Electrical System
- f) Fuel System
- g) Hydraulic System
- h) Landing Gear, Power/Anti-skid Brake Systems
- i) Flight Controls
- j) Pneumatics
- k) Air Conditioning System
- l) Ice & Rain Protection Systems
- m) Oxygen System
- n) Pressurization System
- o) Preflight Procedures
- p) EFIS Displays & Controls and Avionics Systems
- q) Flight Management System (FMS)
- r) Systems Integration Training
- s) Explanation of Dutch Roll, to include videos of the SJ30-2 exhibiting its Dutch Roll characteristics
- t) High Speed/High Altitude Characteristics (i.e., Mach tuck)
- u) MMEL Procedures
- v) Introduction to Performance
- w) Weight & Balance Procedures, and
- x) Aircraft Performance Procedures and Limitations

Particular emphasis should be placed upon transport category takeoff performance. The definitions of and the significance of: V_1 , V_R , V_2 and Normalized AOA, should be thoroughly explained. The determination of maximum takeoff weight due to climb capability, obstacle clearance requirements, and brake energy limits should be thoroughly understood by the student. The student should understand the mandatory

regulatory applicability of these weight limits to 14 CFR PART 135 and 14 CFR PART 91 operators due to the certification special conditions and Airplane Flight Manual Limitations.

This is expected to be a minimum of 48 hours of training.

Flight training for the SJ30-2: Flight Training should focus on the following events or maneuvers:

- a) Exterior inspection.
- b) Cockpit/Cabin Familiarization.
- c) Systems Tests and Checks.
- d) Flight Control Malfunctions: Flight training should include a simulated jammed stabilizer approach.
- e) Approach Procedures: Flight training should include approaches in various flap configurations (i.e. No flap/No Slat, 10-degrees Flaps/Slats, No Slats/Flaps)
- f) EFIS/FMS: to include multiple approaches requiring reprogramming of approaches into the FMS
- g) Stalls to stick shaker and a clean configuration stall to stick pusher.
- h) No Flap Landing Procedures.
- i) Normal Procedures
- j) High Speed / High Altitude Flight Characteristics
- k) Abnormal Procedures
- l) Emergency Procedures

Programmed hours of flight instruction should be at least 26 hours, and seven flight periods. One of the flight periods should be a LOFT scenario to include operations in a "high-density" airport environment.

Minimum Acceptable Training: The underlying objective in both flight and ground training is to train to proficiency.

NOTE: Sino Swearingen Aircraft Corporation (SSAC) personnel provided all ground and flight training to the Flight Standardization Board members at their facility in San Antonio. This afforded the members with a unique opportunity to examine the various systems in detail on aircraft under assembly and to speak with company flight test pilots, aerodynamicists, design engineers and maintenance personnel. This resulted in very effective training not often afforded by simulation and pictorial medium.

The Flight Standardization Board (FSB) for the SJ30 aircraft recommends that Sino Swearingen Aircraft Corporation consider keeping the training curriculum internal to the Corporation. The board has evaluated the training program contents and tentatively approves the curriculum that will be used to train SSAC customers leading to SJ30S and SJ30 type ratings. The curriculum, as presented to the board, should lead to the approval of an application for issuance of a 14 CFR Part 141 Pilot School Certificate.

The FSB believes that keeping the training internal to SSAC will produce safer pilots and a better safety record for SSAC and the SJ30 aircraft than would be produced if training were to be contracted outside the Corporation. Since the SSAC instructors are part of the engineering and flight test organization, it is the board's opinion that the internal training organization would be kept more fully abreast of design and operational changes resulting in the most current information being transmitted to the customer in the most efficient manner.

7. FSB SPECIFICATIONS FOR CHECKING

Ground

Ground training should be concluded with a written exam covering aircraft systems. The Performance section of the ground training should include a practical examination prior to the conduct of the LOFT scenario. The exam should be completed to determine takeoff and landing performance based upon various airport conditions (i.e., effect of slope and obstacle clearance).

Flight

At present all practical examinations are to be conducted in the airplane. Inspectors should not use circuit breakers to simulate any system malfunctions such as simulated slat failures. Any intentional in-flight engine shutdowns should allow for a 3 minute cooling at idle before the shutdown and the engine should be left shutdown for five minutes before a restart is attempted and the engine idled for one minimum prior to advancing power after restart. In accordance with AFM limitations any full stop landings require a minimum turn around time of thirty minutes in order to assure the required brake energy required for a rejected takeoff is met. No flap/no slat approaches to a balked landing only should be examined to determine if the applicant can position the airplane in a position to land. No flap landings approach the maximum tire ground speed of 165 knots. Alternate gear extensions should not be routinely examined due to a maintenance requirement to purge the hydraulic system afterwards.

8. FSB SPECIFICATIONS FOR CURRENCY

Takeoffs and landings, either performed as a single pilot or as a crew of two satisfy the recency of experience (14 CFR Part 61.57) required for either and both pilot type ratings, SJ30 and SJ30S. There are no additional currency requirements for systems or maneuvers.

9. FSB SPECIFICATIONS FOR DEVICES OR SIMULATORS

At present, there is no approved simulator. Systems Integrated Training should be conducted in either the airplane or a cockpit procedures trainer.

10. ALTERNATE MEANS OF COMPLIANCE

The FSB Chairman should be consulted by the POI when alternate means of compliance other than those in this report are proposed. Alternate means of compliance must be approved by AFS-1 (reference page 81 of AC-120-53). Analysis, demonstrations, proof of concept testing, or other evidence may be required.

APPENDIX 1
MASTER DIFFERENCE REQUIREMENTS

RESERVED

APPENDIX 2
OPERATOR DIFFERENCES REQUIREMENTS

RESERVED

**APPENDIX 3
COMPLIANCE CHECKLIST**

SUBPART A – GENERAL

91.9 CIVIL AIRCRAFT FLIGHT MANUAL, MARKING AND PLACARD REQUIREMENTS

PARAGRAPH: 91.9(a)
REQUIREMENT: Compliance with Flight Manual, Markings, and Placard Markings
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 91.9(b)(1)
REQUIREMENT: Availability of current Airplane Flight Manual in Aircraft
COMPLIANCE: Operator responsibility
REMARKS: An approved Airplane Flight Manual complying with 14 CFR PART 23.1581 is provided with each aircraft.
FSB FINDINGS: COMPLIES

PARAGRAPH: 91.9(b)(2)
REQUIREMENT: Airplane Flight Manual not required by 14 CFR PART 21.5
COMPLIANCE: See b.1
REMARKS: Flight manual required due to date of Certification
FSB FINDINGS: N/A

PARAGRAPH: 91.9(c)
REQUIREMENT: Identification of aircraft in accordance with 14 CFR PART 45
COMPLIANCE: A fireproof Identification Plate complying with 14 CFR PART 45 is included in the standard configuration.
REMARKS:
FSB FINDINGS: COMPLIES

PARAGRAPH: 91.9(d)
REQUIREMENT: Helicopters: operation outside of height/speed envelope
COMPLIANCE: N/A
REMARKS:
FSB FINDINGS: N/A

SUBPART B - FLIGHT RULES

PARAGRAPH: 91.191
REQUIREMENT: Category II Manual
COMPLIANCE:
REMARKS: Operator responsibility - The aircraft systems have not been approved for Category II operations. The Airplane Flight Manual Operating Limitations states that the airplane is approved for Category I operations.
FSB FINDINGS: Cat I only authorized

SUBPART C - EQUIPMENT, INSTRUMENT AND CERTIFICATE REQUIREMENTS

91.203 CIVIL AIRCRAFT: CERTIFICATIONS REQUIRED

PARAGRAPH: 91.203(a)
REQUIREMENT: Valid C of A, Flight Permit, Registration Certificate
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: COMPLIES

PARAGRAPH: 91.203(b)
REQUIREMENT: Display of C of A Flight Permit
COMPLIANCE: A plastic pocket on the back of the left hand forward cabinet is provided.
REMARKS:
FSB FINDINGS: COMPLIES- Viewable from entrance stairs.

PARAGRAPH: 91.230(c)
REQUIREMENT: Fuel Tanks in the Passenger Compartment
COMPLIANCE: N/A
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 91.203(d)
REQUIREMENT: Compliance with 14 CFR PART 34 (fuel venting and emissions)

COMPLIANCE: Compliance with 14 CFR PART 34 has been demonstrated during Type Certification

REMARKS:

FSB FINDINGS: COMPLIES

91.205

INSTRUMENT AND EQUIPMENT REQUIREMENTS

PARAGRAPH: 91.205(a)

REQUIREMENT: General

COMPLIANCE: Operator responsibility

REMARKS:

FSB FINDINGS: N/A

PARAGRAPH: 91.205(b)

REQUIREMENT: Day VFR

COMPLIANCE: All equipment specified for Day VFR, as applicable to a turbine engine aircraft is included in the green baseline configuration except for: Item (12) - Pyrotechnic signal devices are not provided with life vests. They are provided on the life raft. Crew life vests are standard. Passenger life vests are located under each seat.

REMARKS: Exceptions are operator responsibility

FSB FINDINGS: COMPLIES

PARAGRAPH: 91.205(c)

REQUIREMENT: Night VFR

COMPLIANCE: All equipment specified for Night VFR, Items (2) thru (6) are included in the standard configuration except for:
Item (6) - Spare fuses are not provided since all re-settable circuits are protected by circuit breakers.

REMARKS: Exceptions are operator responsibility

FSB FINDINGS: COMPLIES

PARAGRAPH: 91.205(d)

REQUIREMENT: IFR

COMPLIANCE: All equipment specified for IFR flight, Items (2) thru (9) are included in the standard configuration.

REMARKS:

FSB FINDINGS: COMPLIES

PARAGRAPH: 91.205(e)
REQUIREMENT: Flight at and above FL240
COMPLIANCE: DME equipment is provided as part of the standard configuration
REMARKS:
FSB FINDINGS: COMPLIES

PARAGRAPH: 91.205(f)
REQUIREMENT: Category II Operations. All equipment prescribed in Paragraph (d) and 14 CFR PART 91, Appendix A are required for Category II operations.
COMPLIANCE:
REMARKS: AFM Limitations approved only for CAT I
FSB FINDINGS: COMPLIANCE NOT DETERMINED

PARAGRAPH 91.207
REQUIREMENT: ELECTRONIC LOCATOR TRANSMITTER - Required to have ELT attached to aircraft
COMPLIANCE: ARTEX C406-N STANDARD
REMARKS:
FSB FINDINGS: COMPLIES with TSO C91A, TSO C126, EURO CAE ED-62, and CAR Part V, Subpart 51

Paragraph 91.209
REQUIREMENT: AIRCRAFT LIGHTS - Required to have POSITION LIGHTS AND ANTICOLLISION LIGHTS
COMPLIANCE:
REMARKS:
FSB FINDINGS: COMPLIES

91.211 SUPPLEMENTAL OXYGEN
REQUIREMENT: Operator required to comply per cabin pressure altitudes
COMPLIANCE: 2 each - 550 liter bottles standard
REMARKS:
FSB FINDINGS: COMPLIES

91.215 ATC TRANSPONDER AND ALTITUDE REPORTING EQUIPMENT AND USE

PARAGRAPH: 91.215(a)
REQUIREMENT: Transponder performance and environmental requirements
COMPLIANCE: Honeywell PRIMUS® 1000 CDS dual Mode S transponders
REMARKS:
FSB FINDINGS: COMPLIES

PARAGRAPH: 91.215(b)(c)(d)
REQUIREMENT: Transponder operations
COMPLIANCE: Transponder operation is an operator responsibility
REMARKS:
FSB FINDINGS: N/A

91.217 DATA CORRESPONDENCE BETWEEN AUTOMATICALLY
REPORTED PRESSURE ALTITUDE DATA AND PILOT'S
REFERENCE

PARAGRAPH: 91.217(a)
REQUIREMENT: ATC-directed deactivation
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 91.217(b)
REQUIREMENT: Encoded altitude accuracy
COMPLIANCE: Mode C altitude-encoding equipment capable of transmitting
altitude with at least 125-foot accuracy is provided in the standard
configuration.
REMARKS: Periodic testing and calibration is an operator responsibility
FSB FINDINGS: COMPLIES

91.219 ALTITUDE ALERTING SYSTEM OR DEVICE: TURBO-JET
POWERED CIVIL AIRPLANES

PARAGRAPH: 91.219(a)
REQUIREMENT: Operational requirement for system
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 91.219(b)
REQUIREMENT: Altitude alerting system Requirements
COMPLIANCE: An altitude alerting system which complies with Requirements (1) thru (5) is included in the standard configuration as a basic function of the Honeywell PRIMUS® 1000 CDS system.
FSB FINDINGS: COMPLIES

PARAGRAPH: 91.219(c) (d)
REQUIREMENT: Operational procedures
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

SUBPART E - MAINTENANCE, PREVENTIVE MAINTENANCE, AND ALTERATIONS

PARAGRAPH: 91.409
REQUIREMENT: Inspections
COMPLIANCE: An approved maintenance schedule contained in Chapter 5 of the Aircraft Maintenance Manual complying with 14 CFR PART 23.1529 and Appendix g
REMARKS: Operator responsible for accomplishing required maintenance
FSB FINDINGS: Maintenance manual has been submitted for approval

PARAGRAPH: 91.411
REQUIREMENT: Altimeter System and Altitude Reporting Equipment Tests and Inspections
COMPLIANCE: The maintenance Manual includes the tests and inspections required by 14 CFR PART 43 and Appendices.
REMARKS: Operator responsible for conducting test and inspections
FSB FINDINGS: Maintenance manual has been submitted for approval

PARAGRAPH: 91.413
REQUIREMENT: ATC Transponder Tests and Inspections
COMPLIANCE: *** As above for 91.411 ***
REMARKS: *** As above for 91.411 ***
FSB FINDINGS: *** As above for 91.411 ***

SUBPART F - LARGE AND TURBINE-POWERED MULTI-ENGINE AIRPLANES

91.503 FLYING EQUIPMENT AND OPERATING INFORMATION

PARAGRAPH: 91.503(a)(1)
REQUIREMENT: Flashlights
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 91.503(a)(2)
REQUIREMENT: Cockpit checklist
COMPLIANCE: Checklists are provided in the Airplane Flight Manual. Abbreviated checklist also provided.
REMARKS:
FSB FINDINGS: COMPLIES

PARAGRAPH: 91.503(a)(3)(4)
REQUIREMENT: Aeronautical charts
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 91.503(a)(5)
REQUIREMENT: One engine inoperative climb performance data
COMPLIANCE: The Airplane Flight Manual contains the required data.
REMARKS:
FSB FINDINGS: COMPLIES

PARAGRAPH: 91.503(b)(c)
REQUIREMENT: Cockpit checklist contents
COMPLIANCE:
REMARKS:
FSB FINDINGS: SAME AS (a)(2)

PARAGRAPH: 91.503(d)
REQUIREMENT: Use of data by crew

COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 91.509(a) EQUIPMENT FOR OVERWATER OPERATIONS FOR MORE THAN 50 NM FROM SHORE
REQUIREMENT: (1) Need life preserver or approved flotation means for each occupant
(2) Enough liferafts (each equipped with an approved survival locator light) of a rated capacity and buoyancy to accommodate the occupants of the airplane.
(3) At least one pyrotechnic signaling device for each liferaft.
(4) One 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 airplane power supply.
(5) A lifeline stored in accordance with Sec. 25.1411(g) of this chapter.

COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 91.531 SECOND IN COMMAND REQUIREMENTS
REQUIREMENT: Commuter category aircraft require SIC for seating capacity in excess of nine passenger seats
COMPLIANCE: Certificated as Commuter Category. AFM minimum crew allows for operations without an SIC. Aircraft only has four (4) passenger seats maximum
REMARKS: See AFM Min Crew Limitation for Equipment and Pilot Type Rating
FSB FINDINGS: COMPLIES

SUBPART G - ADDITIONAL EQUIPMENT AND OPERATING REQUIREMENTS FOR LARGE AND TRANSPORT CATEGORY AIRCRAFT

PARAGRAPH: 91.603
REQUIREMENT: Aural Speed Warning Device
COMPLIANCE: Speed warning devices which comply with 14 CFR PART 23.1303(c) (1) are included in the standard Configuration
REMARKS: Both aural and visual are standard.
FSB FINDINGS: COMPLIES

91.609

FLIGHT RECORDERS AND COCKPIT VOICE RECORDERS

PARAGRAPH: 91.609(a)
REQUIREMENT: Operation with inactive flight recorder or cockpit voice recorder
COMPLIANCE: Operator responsibility
REMARKS: None Installed
FSB FINDINGS: N/A

PARAGRAPH: 91.609(b)
REQUIREMENT: Operation by other than holder of air carrier or commercial certificate
COMPLIANCE: Operator responsibility
REMARKS: None Installed
FSB FINDINGS: N/A

PARAGRAPH: 91.609(c)
REQUIREMENT: Requirements for flight recorder
COMPLIANCE: Operator responsibility
REMARKS: None Installed
FSB FINDINGS: N/A

PARAGRAPH: 91.609(d)
REQUIREMENT: Flight recorder operation
COMPLIANCE: Operator responsibility
REMARKS: None Installed
FSB FINDINGS: N/A

PARAGRAPH: 91.609(e)
REQUIREMENT: Requirement for cockpit voice recorder
COMPLIANCE: Operator responsibility
REMARKS: None Installed
FSB FINDINGS: N/A

PARAGRAPH: 91.609(f)
REQUIREMENT: Erasure feature
COMPLIANCE: Operator responsibility
REMARKS:

FSB FINDINGS: N/A

PARAGRAPH: 91.609(g)
REQUIREMENT: Erasure of flight recorder data or cockpit voice recording
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

SUBPART K – Fractional Ownership Operations

PARAGRAPH: 91.1045 (b) Additional Equipment Requirements
REQUIREMENT: 30 passenger or less airplanes require the following paragraphs
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 91.1045 (b)(1) CVR as required by 135.151
REQUIREMENT: Required for two pilot operations
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 91.1045 (b)(2)FDR as required by 135.152
REQUIREMENT: Not required
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 91.1045 (b)(3)TAWS as required by 135.154
REQUIREMENT: TAWS Class B required
COMPLIANCE: Operator responsibility
REMARKS: MK VIII EGPWS Class A system standard
FSB FINDINGS: COMPLIES

PARAGRAPH: 91.1045 (b)(4)TCAS as required by 135.180
REQUIREMENT: Not Required
COMPLIANCE: Operator responsibility
REMARKS: TCAS-II is standard equipment
FSB FINDINGS: N/A

PARAGRAPH: 91.1045 (b)(5)(1)Airborne Thunderstorm Detection as required by
14 CFR PART 135.173
REQUIREMENT: Not Required
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 91.1045 (b)(5)(2)Airborne Weather Radar as required by 14 CFR
PART 135.175
REQUIREMENT: Not Required
COMPLIANCE: Operator responsibility
REMARKS: Provided as standard equipment
FSB FINDINGS: N/A

FAA OPERATIONAL REQUIREMENTS/COMPLIANCE SJ30-2 PART 135 - GENERAL OPERATING AND FLIGHT RULES

SUBPART A - GENERAL

PARAGRAPH: 135.21
REQUIREMENT: Manual Requirements
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

135.23 MANUAL CONTENTS

PARAGRAPH: 135.23(a)
REQUIREMENT: Authorized management
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.23(b)
REQUIREMENT: Weight & balance
COMPLIANCE: Operator responsibility

REMARKS: An approved weight and balance manual, Weight and Balance Manual is provided for each airplane.
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.23(c)
REQUIREMENT: Operations Spec
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.23(d)
REQUIREMENT: Accident notification
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.23(e)
REQUIREMENT: Return to service approved
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.23(f)
REQUIREMENT: Defects
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 132.23(g)
REQUIREMENT: Defect rectification
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.23(h)
REQUIREMENT: Pilots maintenance, request procedures
COMPLIANCE: Operator responsibility
REMARKS:

FSB FINDINGS: N/A

PARAGRAPH: 135.23(i)
REQUIREMENT: MEL
COMPLIANCE: Operator responsibility
REMARKS: MMEL is available
FSB FINDINGS: MMEL has been submitted for approval

PARAGRAPH: 135.23(j)
REQUIREMENT: Re-fueling procedures
COMPLIANCE: Operator responsibility
REMARKS: System procedures for re-fueling is included in approved maintenance manual provided with each aircraft
FSB FINDINGS: Maintenance Manual approved.

PARAGRAPH: 135.23(k)
REQUIREMENT: Pilots briefing
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.23(l)
REQUIREMENT: Flight locating procedures
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.23(m)
REQUIREMENT: Emergency procedures compliance
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.23(n)
REQUIREMENT: On route qualification procedures
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.23(o)
REQUIREMENT: Approved aircraft inspection program
COMPLIANCE: Operator responsibility
REMARKS: Maintenance manual, including airworthiness limitations in accordance with 14 CFR PART 23.1529 is provided with each aircraft
FSB FINDINGS: Maintenance Manual approved.

PARAGRAPH: 135.23(p)
REQUIREMENT: Procedures for hazardous materiel
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.23(q)
REQUIREMENT: Procedures for evacuation
COMPLIANCE: Operator responsibility
REMARKS: FSB
FINDINGS: N/A

PARAGRAPH: 135.23(r)
REQUIREMENT: Other procedures & policies
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS N/A

SUBPART B- FLIGHT OPERATIONS

PARAGRAPH: 135.75(b) Forward Observer Seat
REQUIREMENT: Forward passenger seat or seat on flight deck required to conduct enroute inspection
COMPLIANCE: Operator responsibility
REMARKS: Side facing Toilet Seat presented for Evaluation
FSB FINDINGS Does not Comply due to not being certificated for takeoff or landing.

PARAGRAPH: 135.93 AUTOPILOT MINIMUM ALTITUDES FOR USE
REQUIREMENT: Rule has altitude minimums for ILS and other approaches

COMPLIANCE: AFM has min altitudes of 200 feet for precision approaches, 450 for non-precision, and 1000 feet for cruise.

REMARKS:

FSB FINDINGS Complies

SUBPART C - AIRCRAFT AND EQUIPMENT

135.143 GENERAL REQUIREMENTS

PARAGRAPH: 135.143(a)

REQUIREMENT: Regulations

COMPLIANCE: Noted

REMARKS:

FSB FINDINGS: N/A

PARAGRAPH: 135.143(b)

REQUIREMENT: Approved/Operable instruments and equipment

COMPLIANCE: Operator responsibility

REMARKS: All equipment and instruments included in the standard configuration is approved and operable.

FSB FINDINGS: COMPLIES

PARAGRAPH: 135.143(c)

REQUIREMENT: ATC transponder performance and environmental conditions

COMPLIANCE: ATC transponders included in standard configuration meet applicable TSO conditions.

REMARKS:

FSB FINDINGS: COMPLIES

135.149 EQUIPMENT REQUIREMENTS: GENERAL

PARAGRAPH: 135.149(a)

REQUIREMENT: Altimeter

COMPLIANCE: Sensitive altimeter is included in standard configuration.

REMARKS:

FSB FINDINGS: COMPLIES

PARAGRAPH: 135.149(b)
REQUIREMENT: Carburetor deicing
COMPLIANCE: N/A
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.149(c)
REQUIREMENT: Third artificial horizon
COMPLIANCE: Third artificial horizon is included in standard configuration.
REMARKS:
FSB FINDINGS: COMPLIES - Powered by standby power pack after battery discharge.

PARAGRAPH: 135.149(d)
REQUIREMENT: (Reserved)
COMPLIANCE:
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.149(e)
REQUIREMENT: Any other equipment
COMPLIANCE: Noted
REMARKS:
FSB FINDINGS: N/A

135.151 COCKPIT VOICE RECORDERS

PARAGRAPH: 135.151(a)
REQUIREMENT: Requirement effectivity
COMPLIANCE:
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.151(b)
REQUIREMENT: Requirement effectivity
COMPLIANCE: N/A
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.151(c)
REQUIREMENT: Recorded information
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.151(d)
REQUIREMENT: Use of boom microphone
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.151(e)
REQUIREMENT: Erasure Feature
COMPLIANCE: At least 30 minutes of CVR recording will be retained.
REMARKS:
FSB FINDINGS: N/A

135.152 FLIGHT RECORDERS

PARAGRAPH: 135.152(a)
REQUIREMENT: Requirement effectivity
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.152(b)
REQUIREMENT: Requirement effectivity
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.152(c)
REQUIREMENT: Continuous operation
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.152(d)
REQUIREMENT: Retention of recorded data
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.152(e)
REQUIREMENT: Recorded information
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.152(f)
REQUIREMENT: Installation requirements
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.152(g)
REQUIREMENT: Recorder locator
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

135.153 GROUND PROXIMITY WARNING SYSTEM

PARAGRAPH: 135.153(a)
REQUIREMENT:
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.153(b)
REQUIREMENT: Alternate system
COMPLIANCE: N/A
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.153(c)
REQUIREMENT: GPWS
COMPLIANCE:
REMARKS: Provided as standard equipment
FSB FINDINGS: N/A

PARAGRAPH: 135.153(d)
REQUIREMENT: Deactivation of GPWS
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.153(e)
REQUIREMENT: Recording deactivation
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

135.155 FIRE EXTINGUISHERS: PASSENGER CARRYING AIRCRAFT

PARAGRAPH: 135.155(a)
REQUIREMENT: Type and suitability of agent
COMPLIANCE: Operator responsibility.
REMARKS:
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.155(b)
REQUIREMENT: Flight deck
COMPLIANCE: Operator responsibility
REMARKS: A standard flight deck fire extinguisher is located at the aft end of the pedestal.
FSB FINDINGS: COMPLIES

PARAGRAPH: 136.155(c)
REQUIREMENT: Passenger compartment
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.157
REQUIREMENT: Oxygen Equipment Requirements
COMPLIANCE: Operator Responsibility
REMARKS: 50 cubic feet standard
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.157(a)
REQUIREMENT: Unpressurized aircraft
COMPLIANCE: N/A
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.157(b)
REQUIREMENT: Pressurized aircraft
COMPLIANCE: Operator responsibility
REMARKS: Crew oxygen masks are not approved for sustained operation at a cabin altitude greater than 40,000 feet. Passenger oxygen masks are not approved for sustained operation at a cabin altitude greater than 25,000 feet.
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.157(c)
REQUIREMENT: Equipment required
COMPLIANCE: Operator responsibility
REMARKS: Indication of flight crew oxygen supply and pilots use of undiluted oxygen is provided as part of the standard configuration.
FSB FINDINGS: COMPLIES

135.158 PITOT HEAT INDICATION SYSTEMS

PARAGRAPH: 135.158(a)
REQUIREMENT: Compliance date 12/04/81
COMPLIANCE: A pitot heat system with indications certified in accordance with 14 CFR PART 23.1326 is included in the standard configuration.
REMARKS:
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.158(b)
REQUIREMENT: Compliance extension
COMPLIANCE: N/A
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.159
REQUIREMENT: Equipment requirements: Passengers under VFR at Night or under VFR Over-the-top
COMPLIANCE: All equipment required by this section, with exception of F3 (Flashlight) are provided as part of the standard configuration. Note: With the exception of standby instruments gyroscopic instruments are replaced by electronic equivalent
REMARKS: Flashlight: Per 159.F2 is an operator responsibility
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.161
REQUIREMENT: Radio and Navigational Equipment: Carrying Passengers under VFR at Night or under VFR over-the-top
COMPLIANCE: All radio and navigation equipment required by this section is provided as part of the standard configuration.
REMARKS:
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.163
REQUIREMENT: Equipment requirements: Aircraft Carrying Passengers under IFR
COMPLIANCE: All equipment and applicable requirements of this section are included and provided for as part of the standard configuration, with the exception of sub section (e) alternate source of static pressure is covered by equivalent means, in that the standby instruments are supplied by a 3rd independent pilot/static source, for a total of 3 independent systems.
REMARKS:
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.165
REQUIREMENT: Radio and Navigational Equipment: Extended overwater or IFR Operations
COMPLIANCE: All dual radio and navigation equipment required by this section is provided as part of standard configuration, including headsets.
REMARKS:

FSB FINDINGS: COMPLIES

PARAGRAPH: 135.167
REQUIREMENT: Emergency Equipment: Extended overwater Operation
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

135.169 ADDITIONAL AIRWORTHINESS REQUIREMENTS

PARAGRAPH: 135.169(a1)
REQUIREMENT: 121.213 through 283. Special airworthiness requirements
COMPLIANCE: N/A
REMARKS: Aircraft certified to 14 CFR PART 23 requirements
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.169(a2)
REQUIREMENT: 121.307 Engine instruments
COMPLIANCE:
REMARKS:
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.169
REQUIREMENT: 121.307 (a)(b)(f)(h)(l) Piston engine/propeller aircraft
COMPLIANCE: N/A
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.169
REQUIREMENT: 121.307 (c) Fuel pressure
 121.307 (d) Fuel flow meter
 121.307 (e) Fuel quantity
 121.307 (g) Oil pressure
 121.307 (i) Oil temperature
 121.307 (j) Tachometer
 121.307 (k) Fuel pressure warning
COMPLIANCE: Indication of these parameters required by (c) (d) (e) (g) (i) (j) (k) is provided for in the standard configuration, together with other engine parameters required by 14 CFR PART 23.1305

REMARKS:
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.169(a3)
REQUIREMENT: 121.309 Emergency equipment
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.169(b)
REQUIREMENT: Reciprocating or turbo prop
COMPLIANCE: N/A
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.169(c)
REQUIREMENT: Small airplane
COMPLIANCE: N/A
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.169(d)
REQUIREMENT: Cargo or baggage compartments
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.170
REQUIREMENT: Materials for Compartment Interiors
COMPLIANCE: Materials for compartment interiors per an STC are operator's responsibility
REMARKS: Interior materials used in flight deck are certified to 14 CFR PART 23.853 standards
FSB FINDINGS: COMPLIES

135.171 SHOULDER HARNESS INSTALLATION AT FLIGHT CREW STATIONS

PARAGRAPH: 135.171(a)
REQUIREMENT: Approved shoulder harness
COMPLIANCE: Approved shoulder harness for each flight crewmember is provided as part of the standard configuration.
REMARKS:
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.171(b)
REQUIREMENT: Use of shoulder harness
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

135.173 AIRBORNE THUNDERSTORM DETECTION REQUIREMENTS

PARAGRAPH: 135.173(a)
REQUIREMENT: Airborne thunderstorm detection equipment
COMPLIANCE:
REMARKS:
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.173(b)
REQUIREMENT: Helicopter requirements
COMPLIANCE: N/A
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.173(c)
REQUIREMENT: Flight under IFR or night VFR
COMPLIANCE: Operator responsibility
REMARKS: FSB FINDINGS: N/A

PARAGRAPH: 135.173(d)
REQUIREMENT: Equipment inoperative en route
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.173(e)

REQUIREMENT: Applicability
COMPLIANCE: Noted
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.173(f)
REQUIREMENT: Power supply
COMPLIANCE: Noted
REMARKS:
FSB FINDINGS: N/A

135.175 AIRBORNE WEATHER RADAR EQUIPMENT REQUIREMENTS

PARAGRAPH: 135.175(a)
REQUIREMENT: Airborne weather radar is required
COMPLIANCE: Primus 331 Standard
REMARKS:
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.175(b)
REQUIREMENT: Flight under IFR or night VFR
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.175(c)
REQUIREMENT: Equipment inoperative on route
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.175(d)
REQUIREMENT: Applicability
COMPLIANCE: Noted
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.175(e)

REQUIREMENT: Power supply
COMPLIANCE: Noted
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.177
REQUIREMENT: Emergency Equipment Requirements for aircraft having a Passenger Seating Configuration of More than 19 Passengers
COMPLIANCE: N/A
REMARKS: Aircraft is not certified for passenger seating of more than 19
FSB FINDINGS: N/A

135.180 TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM

PARAGRAPH: 135.180(a)
REQUIREMENT: Effectivity
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.180(b)
REQUIREMENT: Flight manual requirements
COMPLIANCE: AFM must contain information regarding use of the equipment, proper flight crew action, and outline of all input sources.
REMARKS: Provided as a supplement to the AFM
FSB FINDINGS: COMPLIES

135.181 PERFORMANCE REQUIREMENTS: AIRCRAFT OPERATED OVER-THE-TOP OR IN IFR CONDITIONS

PARAGRAPH: 135.181(a)
REQUIREMENT: Climb requirements
COMPLIANCE: Operator responsibility
REMARKS: Aircraft climb performance data is provided in Aircraft Flight Manual
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.181(b)
REQUIREMENT: Helicopters

COMPLIANCE: N/A
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.181(c)
REQUIREMENT: Weather considerations
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.181(d)
REQUIREMENT: Continued flight VFR
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

135.183 PERFORMANCE REQUIREMENTS: LAND AIRCRAFT
OPERATED OVERWATER

PARAGRAPH: 135.183(a)
REQUIREMENT: Engine failure
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.183(b)
REQUIREMENT: Take-off or landing
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.183(c)
REQUIREMENT: Climb requirements
COMPLIANCE: Operator responsibility
REMARKS: Aircraft climb performance data is provided in Aircraft Flight Manual
FSB FINDINGS: COMPLIES

PARAGRAPH: 135.183(d)
REQUIREMENT: Helicopters

COMPLIANCE: N/A
REMARKS:
FSB FINDINGS: N/A

135.185 EMPTY WEIGHT AND CENTER OF GRAVITY: CURRENCY REQUIREMENT

PARAGRAPH: 135.185(a)
REQUIREMENT: Aircraft weighing
COMPLIANCE: Operator responsibility
REMARKS: Actual weight and balance manual provided with each aircraft
FSB FINDINGS: Weight & Balance manual Weight and Balance Manual provided with each airplane.

PARAGRAPH: 135.185(b)
REQUIREMENT: Applicability
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A

SUBPART F - FLIGHT CREWMEMBER FLIGHT TIME LIMITATIONS AND REST REQUIREMENTS

PARAGRAPH: 135.269(b)(5)
REQUIREMENT: Flight Time Limitations and Rest Requirements:
COMPLIANCE: Unscheduled Three and Four Pilot Crews Operator responsibility
REMARKS:
FSB FINDINGS: N/A

SUBPART I AIRPLANE PERFORMANCE OPERATING LIMITATIONS

PARAGRAPH: 135.398 Commuter Category Airplanes Performance Operating Limitations
REQUIREMENT: Aircraft to be operated at weights to clear obstacles
COMPLIANCE: Operator responsibility
REMARKS: Rule drives you to 135.385 and 135.387, Landing Limitations, also

FSB FINDINGS: Aircraft TC'ed as Commuter Category Part 23 jet. Special conditions required T-cat performance. AFM provides data to determine compliance.

SUBPART J - MAINTENANCE, PREVENTATIVE MAINTENANCE, AND ALTERATIONS

PARAGRAPH: 135.419
REQUIREMENT: Approved Aircraft Inspection Program
COMPLIANCE: Operator responsibility
REMARKS: An approved maintenance schedule per the Aircraft Maintenance Manual is provided. Operator responsible for accomplishing required maintenance.
FSB FINDINGS: Maintenance manual submitted for approval

PARAGRAPH: 135.421
REQUIREMENT: Additional Maintenance Requirements
COMPLIANCE:
REMARKS: An approved maintenance schedule as per the Maintenance Manual is provided. Operator responsible for accomplishing required maintenance
FSB FINDINGS: Maintenance manual submitted for approval

PARAGRAPH: 135.421(a)
REQUIREMENT: Nine seats or less
COMPLIANCE: Operator responsibility (dependent on interior seating capacity)
REMARKS:
FSB FINDINGS: N/A

PARAGRAPH: 135.421(b)
REQUIREMENT: Definition
COMPLIANCE: Noted
REMARKS:
FSB FINDINGS: N/A

135.427 MANUAL REQUIREMENTS

PARAGRAPH: 135.427(a)

REQUIREMENT: Certificate holder's organization
COMPLIANCE: Operator responsibility
REMARKS: Operator responsible for accomplishing required maintenance
FSB FINDINGS: N/A

PARAGRAPH: 135.427(b)
REQUIREMENT: Manual requirements for maintenance and inspection
COMPLIANCE: Operator responsibility
REMARKS:
FSB FINDINGS: N/A
