

National Transportation Safety Board

Office of Research and Engineering

Washington, D.C. 20594

Airplane Performance Study Errata Sheet

Specialist Report

Timothy Burtch

A. ACCIDENT

Location: Gaithersburg, MD
Date: December 8, 2014
Time: 1041 EST
Airplane: Embraer EMB-500 Phenom 100, Registration N100EQ
NTSB Number: DCA15MA029

B. GROUP

Chairman: Timothy Burtch
National Transportation Safety Board
Washington, DC

Member: Daniel Satoshi Marimoto
Embraer Air Safety Department
Ft. Lauderdale, FL

C. SUMMARY

Footnote number 7 on pages 4 and 5 of the Group Chairman's Airplane Performance Study should be changed to read as follows.

The Limitations section of the Phenom 100 FAA AFM states that crews "must activate the ice protection system when icing conditions exist or are anticipated as follows:

If SAT (TAT inflight) is between 5°C and 10°C with visible moisture:

ENG 1 & 2 Switches..... ON

WINGSTAB Switch..... OFF

WSHLD 1 & 2 Switches..... OFF

At the first sign of ice formation or if SAT (TAT inflight) is below 5°C with visible moisture:

WSHLD 1 & 2 Switches..... ON

ENG 1 & 2 Switches..... ON

WINGSTAB Switch..... ON"

Airplane Performance Study

DCA15MA029, Embraer EMB-500 Phenom 100, N100EQ , 12/8/2014

The Definitions section of the AFM defines “IN ICING/WITH ICE” as “Atmospheric conditions may lead to ice formation or there is ice accreted on airplane surfaces.”

Timothy Burtch
Specialist – Airplane Performance
National Transportation Safety Board