



EUROPEAN AVIATION SAFETY AGENCY



Operational Evaluation Board Report

Draft Report dated: 200.

MANUFACTURER- A.....

AIRCRAFT- T.....

European Aviation Safety Agency
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AIRCRAFT- T.....



Revision Record

Revision No.	Section	Pages No.	Date

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Operational Evaluation Board – OPS / FCL Subgroup

XXXXXXXXXXXXXXXXXXXXXX

EASA – OEB
Flight Standards department
Section xxxxxxxx Manager
Certification Directorate

XXXXXXXXXXXXXXXXXXXXXX

OEB
Flight Inspector
NAA.....

XXXXXXXXXXXXXXXXXXXXXX

OEB
Flight Inspector
NAA.....

Report prepared:

XXXXXXXXXXXXXXXXXXXXXX

Manufacturer Experts involved in the process

<u>Name</u>	<u>Position</u>	<u>Office / Branch</u>	<u>Remarks</u>
OXXXXXXXXX GXXXXXXXXX			
OXXXXXXXXX GXXXXXXXXX			
OXXXXXXXXX GXXXXXXXXX			

Executive Summary

1. Manufacturer Application

XXXXXXXXXX Manufacturer has made an official request to EASA, Certification Directorate - Flight Standards to an OEB for the AXXXXXXXXXXXXXXXXXXXX aircraft
This document has been established XXXXXXXXXXXXXXXXXXXXXXXX.

2. OEB recommendations

EASA /OEB Section XXXXXXXXXXXXX Manager, NAA Flight Inspector and XXXXXXXXXXXS experts have taken part to the evaluation of the XXXXXXXXXXXXXXX

The OEB recommends

- Type rating assigned to Aircraft models XXXXXXXX under the endorsement XXXXXX
- The initial minimum training syllabus XXXXXXXX
- Differences training, checking and Recent experience between variants XXXXXXXX
(See Type Rating list and MDR tables extract in this report)

3. Procedures, requirements and associated AMC references

EASA was conducted this OEB or catch up process in accordance with EU-OPS, JAR-OPS X, JAR-FCL X and JAR-FSTDs' requirements. This evaluation was based on JOEB Handbook and Common procedures Document (CPD) and the processes detailed in the JAA Administrative and Guidance Material, Section One, Part Two, Chapter 5 and JAR-FCL 2 including associated appendices, AMC and IEM.

Note on references and reference texts:

Where references are made to requirements and where extracts of reference texts are provided, these are at the amendment state at the date of publication of the report. Readers should take note that it is impractical to update these references to take account of subsequent amendments to the source documents.

Evan Nielsen

EASA, Certification Directorate
Flight Standards Manager

Acronyms

AMC	Acceptable Means of Compliance
AOC	Air Operator Certificate
ASU	Ancillary System Unit
ATPL	Airline Transport Pilot Licence
ATO	Approved Training Organisation
ATR	Additional Type Rating
CPL	Commercial Pilot Licence
CWP	Caution and Warning Panel
DC	Direct Current (electrical)
DECU	Digital Engine Control Unit
DGAC	Direction Générale de l'Aviation Civile (French Civil Aviation Authority)
EASA	European Aviation Safety Agency
EBCAU	Engine Back-Up Control Ancillary Unit
EMB	Electrical Master Box
EPU	External Power Unit
FADEC	Full Authority digital Engine Control
FLI	First Limit Indication
FTD	Flight Training Device
FNPT	Flight and Navigation and Procedure Trainer
FSTD	Flight Simulation Training Device
FTO	Flight Training Organisation
GPU	Ground Power Unit
IEM	Interpretative and Explanatory Material
IFR	Instrument Flight Rules
IR	Instrument Rating
ITR	Initial Type Rating
JAA	Joint Aviation Authorities
JAR-FCL 2	Joint Aviation Requirements Flight Crew Licensing (Helicopters)
JAR-OPS 3	Joint Aviation Requirements Operations 3 (Commercial Transport Helicopters)
JOEB	Joint Operational Evaluation Board
MDR	Master Difference Requirements
MEL	Minimum Equipment List
MMEL	Master Minimum Equipment List
NCAA	National Civil Aviation Authority
N/A	Not Applicable
ODR	Operator Differences Requirements
OEI	One Engine Inoperative
OEB	Operational Evaluation Board
PPL (H)	Private Pilot Licence (Helicopter)
RFM	Rotorcraft Flight Manual
SCU	System Control Unit
SET (H)	Single Engine Turbine (Helicopter)
TGB	Tail Gear Box
TRI	Type Rating Instructor
T/R	Tail Rotor
TRTC	Type Rating Training Course
TRTO	Type Rating Training Organisation

I. Purpose and applicability

This report is the result of an OEB process XXXXXXXX which has been made XXXXXXXXXXXXXXXX

This document:

- Provides a XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
- Makes recommendations for XXXXXXXXXXXXXXXXXXXXXXXX
- XX
- XX
- XX

Note:

This XXXXXXXX aeroplane is listed in the Type Certificate Data Sheet delivered by EASA or The Department of Transportation / Federal Aviation Administration under Type Certificate Data Sheet NO.H2SW - Revision 44 - January 15,2009 (See Appendix 1).

2. General Description of AXXXX

General

The AXXXX is a Twin Turbo-jet aeroplane, with xxx seats [or xxxxx with optional dual front seat (*)] pilot included.

This aircraft is powered by XX turbo-Jet engines.

This Aircraft , received its first Type Certification in 2000, under the Transport xx category, Large Aeroplane, based on FAR/JAR 25.

It is basically approved for VFR/IFR by day and night operation.

Minimum crew is XXXXX Pilots.

Structure

The AXXXX airframe is composed of Body structure, Front structure and Rear structure and receives various cowlings (Engines,.....):

- o The body structure forms
- o Front and Rear structures are
Front structure is composed by

Landing Gear

- The landing gear is composedTop portion is attached to the front bulkhead and the bottom is fitted on the cross tube.

Seating

The cabin

Wings

The AXXXX is

Flight controls

.....

Brakes

.....

Engines

.....

The engines,

.....

Ignition system

.....

Fuel system

The fuel system comprises.....

Instrument panel and console

Sample

The standard flight instruments include:

- Airspeed indicator
- Magnetic compass
- Lighting potentiometers
- NR/Nf rpm indicator
- EMERG.SW switch
- VHF1-NAV1 (VOR/ILS/GPS)
- NAV1-NAV2 selector
- Fuses or breakers panel
- Cabin ventilation control
- Vertical speed indicator
- ELT control switch
- Course Deviation Indicator
- NR/Nf lighting potentiometer
- "FUEL PUMP" indicator light
- VHF2-NAV2 (VOR/ILS)
- NAV1-NAV2 indicator
- SCU console and fuses or breaker panel
- Altimeter
- VEMD
- Clock
- CWP (*)
- ICS
- Transponder
- Horizon

Flight instruments and Ancillary system

- The Ancillary systems are composed of

Vehicle & Engine Multifunction Display

sample of Cockpit or specific instruments.....

The system, supplied with a dual 28 VDC power supply 2 computing modules LANE 1 and LANE 2,

- One screen module which comprises two screens and the control pushbuttons.....



In case of upper screen information failure, remaining parameters can be read on lower screen. Here illustrated, upper screen and FLI failures.

Hydraulic system

To reduce pilot's workload.....

Electrical system

- The generation and distribution system supplies the electrical network with VDC regulated voltage.

A/C electrical system

AC power system is an optional installation required when the aircraft is equipped with an Auto-Pilot, gyroscopic instruments or specific equipments.

Others

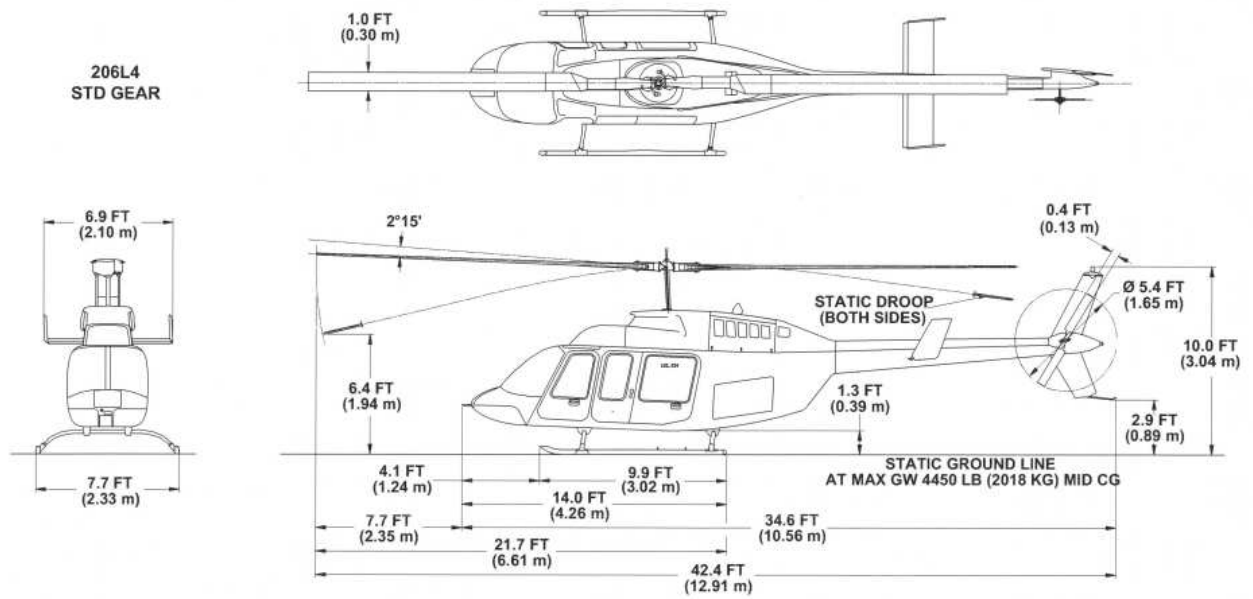
Any specific elements which require specific procedures or knowledge

3. Aircraft main characteristics:

Sum up of main characteristics of AXXXXXXXXXX:

			AXXXXXXXXXX
Dimensions	Fuselage	Length	10.93 m (35.86 ft)
		Width	1.87 m (6.14 ft)
		Height	3.14 m (10.30 ft)
		Diameter	10.69 m (35.07 ft) 1.86 m (6.10 ft)
Engines			Turboméca Arriel 2B or Arriel 2B1
Fuel tank			540 l (427 kg or 941 lb)
Air Speed	Power ON	Absolute VNE	155 kt
	Power OFF		125 kt
	Power ON		
Maximum Operating		Pressure Altitude	23.000 ft
MTOW with Internal load			2250 kg (4961 lb) 2370 kg (5220 lb) with modification OP-3369 incorporated
MTOW with External load			2800 kg (6173 lb)

Exterior Dimensions



4. Operator Difference Requirement (ODR) Tables

5. Optional specific equipment:

XX

6. Master Difference Requirement (ODR) Tables:

6.1 Difference Level Summary.

Difference levels are summarised in the table below for training, checking, and currency. This table is an extract only and complete descriptions of difference levels for training, checking and currency are given in OPS/FCL Common Procedures for conducting Operational Evaluation Boards document.

DIFFERENCE LEVEL TABLE

<u>DIFFERENCE LEVEL</u>	<u>TRAINING</u>	<u>CHECKING</u>	<u>CURRENCY</u>
A	SELF INSTRUCTION	NOT APPLICABLE (OR INTEGRATED WITH NEXT PC)	NOT APPLICABLE
B	AIDED INSTRUCTION	TASK OR SYSTEM CHECK	SELF REVIEW
C	SYSTEMS DEVICES	PARTIAL CHECK USING DEVICE	DESIGNATED SYSTEM
D	MANOEUVRE DEVICES**	PARTIAL PC USING DEVICE *	DESIGNATED MANOEUVRE(S)
E	SIMULATOR C/D OR AIRCRAFT #	FULL PC USING SIMULATOR C/D OR AIRCRAFT *	AS PER REGULATIONS (TAKEOFFS & LANDINGS IN SIMULATOR C/D OR THE AIRCRAFT)

AT LEVEL E – NEW TYPE RATING IS NORMALLY ASSIGNED

* = IOE/SLF/LIFUS/line indoc MAY BE REQUIRED ACCORDING TO REGULATIONS

PC = PROFICIENCY CHECK

**FFS or aircraft may be used to accomplish specific manoeuvres

XX

6.2. Training, Checking, and Currency difference requirements

The Master Differences Requirements are from levels A to XX ?.

Master Difference Requirement tables have been produced by BTDVL and analysed by the OEB during this Catch up

XX

	From Aircraft			
To Aircraft		2068L- 1	2068L- 3	2068L- 4
	2068L- 1		A/A/A	A/A/A
	2068L- 3	A/A/A		A/A/A
	2068L- 4	A/A/A	A/A/A	

7. Type Rating List and Licence Endorsement List

7.1 Type Rating List

The proposal of this OEB is to up dated Class & Type Rating List as following :

- Table X
Type Rating List (Aeroplane) – Multi-Pilot

1 Manufacturer	2 Aeroplanes		3	4 Licence endorsement
	Model	Name		
Axxxx	Axxxxxxxx			Axxxxxxxx

This table XXX matrix contains only AIRCRAFT that have been evaluated through a JOEB, an OEB or a Catch-Up process. Associated reports are published on the EASA -Flight Standards Website and Pilot Training courses are available from the Manufacturers

7.2 Licence Endorsement List

- Table X
Licence- Endorsement List-Type Rating (Aeroplane) – Multi-Pilot

1 Manufacturer	2 Aeroplane	3	4 Licence endorsement
Axxxxx	Axxxxxgh Axxxxxxx Axxxxxxxtf	(D)	Axxxxxxx
	Axxxxxxx		
	Axxxxxxx		

8. Specification for Training

8.1 Training Courses

The assessment is based on the Pilot Initial Type Rating Training syllabus

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

OEB recommend Initial pilot training syllabus divided into the following phases for approval in Approved Training Organisations, like FTO and TRTO and also for operator specific training, provided the operator specific documentation is used throughout the course.

:

- Theoretical knowledge instruction syllabus
- Flight training program
- Skill test(s)
- XXXXXXXXXXXXXXXXXXXXXXXX
- XXXXXXXXXXXXXXXXXXXXXXXX

8.2 Licensing requirements

Appendix 1 to JAR FCL XX

- an initial type rating on XX

Note:

These requirements have to be considered as the bare minimum, additional training could be necessary depending on :

- *complexity of the aircraft type, handling characteristics, level of technology*
- *category of aircraft);*
- *previous experience of the applicant;.*

8.3 Type rating training minimum syllabus summary

XX

8.4 Theoretical knowledge syllabus and test summary

XX

8.5 Aircraft flight training course summary

8.6 Skill test

As required by JAR-FCLxxxxxxx, JAR-FCL xxxxxxxxxand Appendix

