JOINT OPERATIONAL EVALUATION REPORT

DHC-8 SERIES 400
JAA SUPPLEMENT APPROVAL

The Transport Canada Operational Evaluation Report, of the Flight Standards Board evaluation of the differences between the DHC-8 Series 200 and the DHC-8 Series 400, (Revision 1, dated 5 January 2000), is approved by the Joint Aviation Authorities. It is to be used as the basis for preparing and will be used to authorize and approve individual JAA Operator's Differences Training Programs for aircrews converting from DHC-8 Series 100,200 or 300 to the DHC-8 Series 400 aircraft or from the DHC—8 Series 400 to all earlier Series DHC-8 aircraft.

All series DHC-8 are considered to be the same type rating, (DHC-8) for flight crew licensing requirements. Aircrews may operate any series DHC-8 after completion of a differences course, which meets all of the required levels of training specified in Appendix 1, (Operational Differences List) to the Transport Canada Operational Evaluation Report. These training programs must also comply with the JAR OPS 1 standards for development of training programs.

(For further explanation of the Levels of training required for each difference, Refer to FAA Advisory Circular 120-53, a copy and explanation of the differences and of the different levels of training is attached.)

Approved: Ronald Stensrud

Ronald Stensrud
For and on behalf of the JAA

Date: 5. FEBRUARY 2000

JAA SUPPLEMENT TO TRANSPORT CANADA JOINT OPERATIONAL EVALUATION REPORT DHC-8 SERIES 400

Revision List

Revision Number	Date

JAA SUPPLEMENT TO TRANSPORT CANADA JOINT OPERATIONAL EVALUATION REPORT DHC-8 SERIES 400

INTRODUCTION

This supplement lists only those exceptions to the Transport Canada Operational Evaluation Report. JAA Operators must consider this supplement and the training regulations in JAR Ops1 and JAR FCL when preparing their own differences training programs.

RULES APPLICABLE TO THE JAA

a) The entire contents of the Transport Canada Operational Evaluation Report are applicable.
b) Where the specific Canadian Aviation Regulations, (CARs) are quoted for compliance, JAA operators shall consider such comments to read As required by JAR OPS 1 and JAR FCL.
c) This Report will provide Guidance for development of JAR OPS 1 and JAR FCL Approved Training Programs.
d) Until JAR FCL 1 Subpart F, List of Type of aeroplanes, is amended to include the Dash 8 Series 400 as the same license endorsement as the rest of the deHavilland Dash 8 Series, (100,200 and 300). This report provides guidance for operators, and regulatory authorities of those operators who are adding the Dash 8 Series 400 to their fleet.

(For further information on the process of approval refer to FAA Advisory Circular 120-53. In addition, more information can be found in the FAA Flight Standardization Board Report on the DHC-8, 100,-200,-300,-400)

JAA SUPPLEMENT TO TRANSPORT CANADA JOINT OPERATIONAL EVALUATION REPORT DHC-8 SERIES 400

For Use With The Operational Differences Lists:
DESIGN OPERATOR DIFFERENCES REQUIREMNTS TABLE,
SYSTEMS OPERATOR DIFFERENCES TABLE
MANEUVER OPERATOR DIFFERENCES TABLE
In Appendix 1 of the Transport Canada Operational Evaluation Report.

Level	Difference Description	Training Type/Device
Level A	Functionally Equivalent	Self Instruction
Level B	Functionally Similar	Aided Instruction
Level C	Part Task Differences	Systems Devices
Level D	Full Task Differences	Maneuver Devices
Level E	Significantly Different	Full Flight Simulator

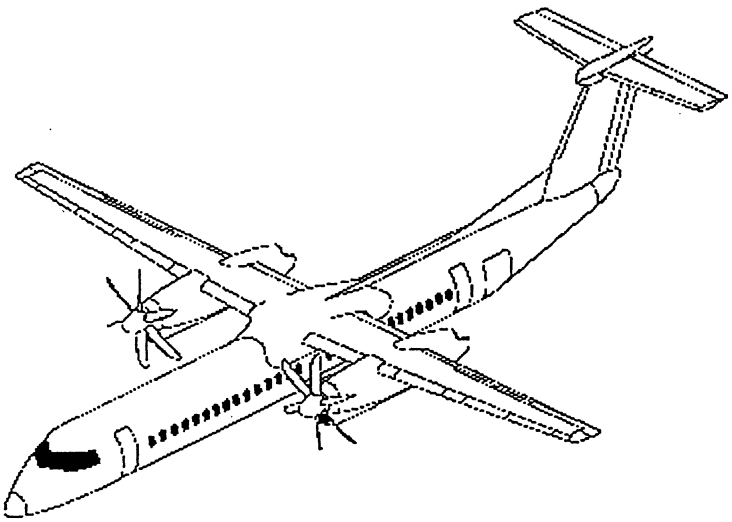
Operators must design training programs that meet or exceed the minimum Training Type/Device levels listed in this report and comply with JAR OPS 1 training requirements when developing their Operator's Differences Training Programs for Aircrew converting from the DHC-8 Series 100, 200 or 300 to the Series 400 or from the Dash 8 Series 400 to the earlier Series Aeroplanes.

Source:
FAA ADVISORY CIRCULAR 120-53 LEVELS OF TRAINING

OPERATIONAL EVALUATION REPORT

BOMBARDIER DHC8-400

REVISION 1



APPROVED: _____ DATE: 5 January 2000

Trevor R Owen
Team Leader, DHC8-400 Operational Evaluation Team

Transport Canada, Safety and Security
Commercial & Business Aviation, Operational Standards
Place de Ville, Tower C, 330 Sparks Street
Ottawa ON K1A 0N8

Telephone: (613) 990-1065
Fax: (613) 954-1602
E-Mail: owent@tc.gc.ca

TRANSPORT CANADA MANAGEMENT CO-ORDINATION SHEET

Jan 10, 2000

John T Horrigan — Date
Chief, Operational Standards
Commercial & Business Aviation

00/01/11

for
Merlin R Preuss — Date
Director, Commercial & Business Aviation
Transport Canada, Safety and Security

CONTENTS

REVISION RECORD

Revision No.	Page #s	Date
1	1	Jan 00
Original	2-4	Oct 99
1	5	Jan 00
Original	6-12	Oct 99
1	13-17	Jan 00
Original	Appendix 1	Oct 99
1	Appendix 2	Jan 00

Note: Revisions to the text will be shown in **BOLD** type.

PURPOSE

This Operational Evaluation Report specifies the Transport Canada type rating, master training, checking and currency requirements applicable to pilots operating the Bombardier DHC8-400, referred to hereafter as the Q400. It also specifies the Transport Canada master training, checking and currency requirements for pilots holding the DH8 type rating who convert to the Q400, and for pilots converting from the Q400 to the DHC8-200, hereafter referred to as the Q200. In addition, the report addresses the operational suitability of the Q400 for private service in Canada under Canadian Aviation Regulation (CAR) 604 or commercial service under CAR 705. Canadian private and commercial operators may use this report in the development of flight crew training programmes required by the applicable CAR. Principal Operations Inspectors (POI) may use it for guidance in the approval of training programmes, for the conduct of Pilot Proficiency Checks (PPC) required by CAR 604.66 and 705.106, and for application of CAR Part IV requirements for issuance of type ratings.

The provisions of this report are effective until amended, superseded, or withdrawn as a result of a subsequent operational evaluation.

The following acronyms are used in this report:

AC	Advisory Circular
AFCS	Automatic Flight Control System
AFM	Aircraft Flight Manual
AOM	Aircraft Operating Manual
ARCDU	Audio and Radio Control Display Unit
BA	Bombardier Aerospace
CAA	Civil Aviation Authority
CAR	Canadian Aviation Regulations
CASS	Commercial Air Service Standard
CBA	Commercial & Business Aviation
CCQ	Common Crew Qualification
CPT	Cockpit Procedures Trainer
EFIS	Electronic Flight Instrument System
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FCOM	Flight Crew Operating Manual
FMS	Flight Management System
FSB	Flight Standards Board
FSC	Flight Safety Canada, deHavilland Training Centre
FTD	Flight Training Device
JAA	Joint Aviation Authority
MCDRS	Master Common Differences Requirements
MDRS	Master Differences Requirements

NSEP	National Simulator Evaluation Programme
ODRS	Operator Differences Requirements
OE	Operational Evaluation
OET	Operational Evaluation Team
PFD	Primary Flight Display
POI	Principal Operations Inspector
PPC	Pilot Proficiency Check
PTT	Part Task Trainer
Q200	Bombardier DHC8-200
Q400	Bombardier DHC8-400
QRH	Quick Reference handbook
TC	Transport Canada

CONDUCT OF THE OPERATIONAL EVALUATION

The OE was conducted as a joint effort by TC, the FAA, and the JAA to simultaneously meet the Canadian requirement for an OE, and the American and European requirements for a FSB. Each CAA will use the results of the OE to produce a report specific to its particular requirements which, while similar in intent among the three CAAs involved, differ somewhat in detail. The FAA will amend the existing FSB Report covering the DHC8-100, -200 and -300 models to include the Q400, while the final form of the JAA report has yet to be determined. Two representatives of the CAA of the Republic of China (Taiwan) were also present during most of the OE as observers; however they did not participate in any of the evaluation activities, nor did they play any role in the decision making process.

BA had proposed that the Q400 was a variant of the Q200, the base aircraft for comparison purposes for the OE, and should therefore have the same type rating (for Canada, DH8) as the earlier aircraft. In addition, BA submitted that pilots holding a DH8 rating (or FAA/JAA equivalent) achieved on the Q200 should be able to convert to the Q400 after completion of differences training and checking. The same qualification criteria should apply to pilots who achieve the DH8 rating on the Q400, and subsequently convert to the Q200. The differences training would include ground school to cover technical differences, and training in a manoeuvre device or the aircraft to cover specific handling differences. Checking would occur in either an appropriately approved manoeuvre device or the aircraft. The manufacturer provided the OET with proposed Operator Differences Requirements (ODRS) Tables to be used as a basis for the evaluation.

The OE was conducted in three phases using the processes detailed in TC document *Aircraft Type Qualification*, dated 29 January 1999, and the FAA

document AC 120-53 *Crew Qualification and Pilot Type Rating Requirements for Transport Category Aircraft Operated Under FAR Part 121*, dated 13 May 1991. Objectives of the OE were as discussed under **PURPOSE** above.

In Phase 1, four pilots who did not hold a DH8 type rating were given the proposed Q400 Initial Training Course by FSC, BA's contracted training provider. Ground school was completed over the period 14-26 June, and training in the Q400 simulator began on 10 August, after a break during which the NSEP granted Interim Level C certification to the simulator. All four pilots successfully completed simulator and airborne proficiency checks on the Q400 that met the requirements for issuance of a type rating by the three participating CAAs.

For Phase 2, eight pilots already type rated on the DH8 received BA's proposed differences training for pilots upgrading to the Q400 from the Q200. Prior to the commencement of the course, each pilot was given a baseline proficiency check in the Q200 simulator to confirm competency on the base aircraft. These were completed to a high standard by all candidates. In addition, test T2 as detailed in AC 120-53 was conducted on a sample of five of the 200-400 upgrade pilots. In the event, simulator difficulties only permitted three of the group to be assessed, but the results of the three tested indicated a high probability that T2 would be successfully passed by the remaining two, so the test was then terminated. Successful passing of T2 allowed the OE to proceed to T3 or the differences training validation. After training all upgrade candidates successfully passed simulator and airborne proficiency check on the Q400.

During Phase 3 the four pilots who had just successfully completed the Q400 Initial Course were given the proposed differences training to convert pilots who had achieved the DH8 type rating on the Q400 to the base aircraft. All successfully passed simulator and airborne proficiency checks on the Q200.

OET COMPOSITION

CAA Representatives

Ken Gendron	FAA
Trevor Owen	TC, OE Team Leader
Ronald Stensrud	JAA

Phases 1 & 3

Erling Bakken	SAS Commuter
Bo Persson	SAS Commuter
Trevor Owen	TC
Heather Wiens	TC

Phase 2

Alain Davis	TC
Ken Gendron	FAA
David Jourdan	FAA
Peter Levoci	FAA
Suren Meras	Tyrolean
Michael Nyman	Air Ontario
Christophe Tschernitz	Tyrolean
Donald Wiens	Horizon Airlines

Observers

Ming-Ho Lee	China CAA (Taiwan)
Chien-Jimm Chang	China CAA

APPLICATION OF OE REPORT

The guidelines and recommendations contained in this report apply to POIs, Commercial & Business Aviation Inspectors and Approved Check Pilots employed by Canadian air and private operators.

This report also contains **FINDINGS** and **OBSERVATIONS** for BA and FSC. A **FINDING** is either tied to a regulatory requirement under the CAR, or is of such a nature that failure to correct it would adversely affect the approvals issued as a result of the OE. BA must present TC with a Corrective Action Plan addressing each **FINDING** within 30 working days of receipt of the OE Report. The Report cannot be closed until the Corrective Action Plan has been approved by TC and action to correct each **FINDING** has been completed.

An **OBSERVATION** is not regulatory in nature, and may represent an alternate means of compliance or a suggested improvement to an activity addressed by this report. It may be accepted or rejected by BA or FSC, and no response to TC is required.

Findings and Observations are coded as follows: BAF1 - Finding 1 against BA, FSCO1 - Observation 1 for FSC.

PILOT TYPE RATING REQUIREMENTS

In accordance with Personnel Licensing and Training Standard 421.40, the pilot type rating for the Q400 in Canada is designated "***DH8***". Training, checking and

currency requirements for pilots who convert from the Q200 to the Q400, and vice versa, will be discussed below.

MASTER COMMON REQUIREMENTS (MCRS)

MCRS are requirements common to the Q200 and the Q400.

No Flap Approach
Training and checking applicable to the Q200 and Q400 requires demonstration of "no flap" approaches in both variants.

There are no other special or unique requirements common to the Q200 and Q400 beyond those contained in CAR 602, 604 and 705.

MASTER DIFFERENCES REQUIREMENTS (MDRS)

MDRS for the Q200 and Q400 are shown in the table below. These apply to operators whose crews operate both variants, and may also apply for transition between the two variants. The Difference Level Definitions (A/B/A etc.) are specified in accordance with the criteria contained in "Aircraft Type Qualification" and AC 120-53.

	FROM AEROPLANE (BASE MODEL)	
DH8 TYPE RATING	**DHC8-200**	**DHC8-400**
DHC8-200	**A/A/A**	**D/D/D**
DHC8-400	**D/D/D***	**A/A/A**

TO AEROPLANE

*Because of differences in pitch attitude and landing technique, proficiency in landing manoeuvres, including flapless landings, shall be demonstrated in a Level "C" or higher simulator or the aircraft.

ACCEPTABLE OPERATOR DIFFERENCES REQUIREMENTS TABLES

ODR tables are used to show an operator's compliance method. Acceptable ODR tables for operators conducting mixed fleet operations with the Q200 and Q400 are shown in Appendix 1. The ODR tables represent an acceptable means to comply with MDR provisions, for the aircraft evaluated, based on those differences and compliance methods shown. The tables do not necessarily represent the only acceptable means of compliance for operators with aircraft having other differences, where compliance methods (eg. devices, simulators, etc...) are different, or for combinations of aircraft not evaluated. For operators flying variants, which are the same as the aircraft used for the ODR table development, and using the same compliance methods, the ODR tables in Appendix 1 have been found acceptable by TC. Equivalent tables, therefore, may be approved by a POI for a particular operator.

Operators flying the Q200 and Q400 variants with differences not shown on, or addressed by, the acceptable ODR tables attached in Appendix 1, or operators seeking different means of compliance, must prepare and seek TC approval of specific ODR tables pertinent to their fleet.

New ODR tables proposed by operators should be coordinated with the Programme Manager Flight Technical to ensure consistent treatment of variants between various operator's ODR tables and compatibility of the MDR table with MDR provisions.

Originally approved ODR tables are retained by the operator. Copies of approved DHC-8 ODR tables are retained by the Programme Manager Flight Technical in Commercial & Business Aviation Operational Standards.

DHC-8 *Mixed Fleet Flying* is defined as operations in which crews alternately fly the Q200 and Q400 within a bid period or between PPC/ training events.

OE SPECIFICATIONS FOR TRAINING

All training required by CAR 604 and CAR 705 applies to initial and recurrent qualification on the Q400, and to transition qualification/CCQ between the Q200 and Q400 and vice versa.

Take-off and Landing

Because of the pitch attitudes and techniques involved, especially in the "0" flap condition, training for take-off and landing in the Q400 must take place in a simulator approved to Level C or higher, or in the aircraft if a Level "A" or "B" simulator is used.

Mixed Fleet Flying - Alternating Training

Air operators with flight crews operating both the Q200 and Q400 may alternate simulator training every six months provided the currency requirements detailed below are maintained. The operator may choose one variant as its base aircraft, and provide annual technical ground training on the base aircraft with differences technical ground training on the variant.

Q400 Initial Training

The syllabus submitted to the OET by FSC titled *"Core Curriculum-DHC8-400 Series Initial Equipment/ Transition Training"*, and dated Aug 99, meets all the requirements of CAR 604 and CAR 705, and is approved for the initial training of Canadian pilots to operate the Q400 in private and commercial service.

Q200-Q400 Transition Training

Based on the experience of candidates who received this training as part of the OE, the syllabus submitted to the OET by FSC titled *"Specialty Curriculum-DHC8-400 Series CCQ Common Crew Qualification"*, and dated Aug 99, requires an amendment in order to meet all the requirements of CAR 604 and CAR 705. This amendment will require the addition of a CPT/PTT session of 2.0 hours duration to provide pilots with hands-on exposure to the ARCDU and EFIS controls before the first simulator session. The device used for the training must have functional controls and displays, and could range from desk-top trainers to the full simulator. More than one crew could be present during the session, providing each trainee receives hands-on practise with both devices.

Q400-Q200 Transition Training

The syllabus submitted to the OET by FSC titled *"Specialty Curriculum-DHC8-200 Series CCQ Common Crew Qualification"*, and dated Aug 99, meets all the requirements of CAR 604 and CAR 705, and is approved for training Canadian pilots who obtained their DH8 rating on the Q400 to operate the Q200 in private and commercial service.

OE SPECIFICATIONS FOR CHECKING

All checking specified by CAR 604 and CAR 705 applies to initial and recurrent qualification on the Q400, and transition qualification or CCQ between the Q200 and Q400 and vice versa.

Flapless Landings

Flapless landings must be demonstrated during an Initial PPC on the Q400, and on a PPC following completion of transition/CCQ from the Q200 to the Q400. Flapless landings must be demonstrated in a simulator approved to Level C or higher or the aircraft if a Level "A" or "B" simulator is used.

Alternating PPCs
Air operators with flight crews operating both the Q200 and Q400 may alternate PPCs every six months provided the currency requirements detailed below are maintained.

OE SPECIFICATIONS FOR CURRENCY

All currency requirements contained in CAR Part VI and CAR Part VII apply.

Mixed Fleet Currency Requirements
Flight crews operating both the Q200 and Q400 must have completed at least one sector as defined in CAR 724.124(33) as PF and/or PNF in the variant to be flown within the previous 90 days before acting as PF and/or PNF.

AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

A Regulatory Compliance Checklist for the production standard aircraft, showing compliance with the equipment requirements of CARs 605 and 705 has been submitted by BA. Canadian operators may submit the checklists to their certificate-holding regional CBA office to show that each aircraft to be operated complies fully with all applicable Canadian operating rules and standards.

ALTERNATE SYMBOLOGY

At the request of BA, on 9 November 1999 an evaluation was made of the training delta required to convert from the production standard aircraft fitted with the analogue presentation of the pitot-static instruments on the PFDs to one configured with the alternate vertical tape symbology. Two OET members, Trevor Owen and Heather Wiens conducted the evaluation. FSC provided a 1.5 hour classroom session which highlighted all the differences in cockpit presentation and systems checks between the standard aircraft and one fitted with the alternate symbology, following which each OET member flew the Q400 simulator in a variety of VFR and IFR manoeuvres for 45 minutes.

Conversion between the two symbologies was effected without difficulty. The vertical tape symbology is superior in every way to the standard presentation, both in terms of the amount of information provided and the

intuitive response to the presentation. The OET believes that pilots converting from the tapes to the round dial presentation would initially miss the additional information provided by the tapes, but would adapt quickly.

Installation of alternate symbology will have no impact on the type rating assigned to the Q400. No check is required following the conversion training of 1.5 hours ground school followed by a 1.5 hour simulator session (45 minutes PF, 45 minutes PNF). If mixed fleet flying is conducted with Q400s equipped with both symbologies, a pilot should have flown the symbology to be flown within the past 90 days before acting as PF or PNF on revenue service.

FMS

The FMS was not functional during the OE, and no assessment was made of its functionality or operational integration in the Q400 cockpit. Given that the normal mode of operation of an aircraft of this class and performance will be managed flight with the AFCS engaged, an evaluation of the FMS will have to occur before the Q400 enters service with a Canadian operator. This evaluation may affect the training/checking/currency requirements for mixed fleet flying and CCQ.

FCOM

While CAR 705 does not require operators to have an AOM, those that opt to do so must submit their AOM to TC for approval. The three volumes of the FCOM provided to the OET were in an interim state, and almost totally lacking in performance data. Limitations also reflected the limitations imposed on flight test aircraft, and not the production standard aircraft. A final assessment of the FCOM's suitability for use by Canadian line crews cannot be made until the volumes for the production standard aircraft are provided.

ALTERNATE MEANS OF COMPLIANCE

POIs should consult the OE Team Leader when operators propose means of compliance other than those specified in this report. Alternate means of compliance must be approved the Chief, Commercial and Business Aviation Operational Standards. If an alternate means of compliance is sought, operators will be required to submit a proposed alternate means for approval that provides

an equivalent level of safety to the provisions of the CARs and this OE Report. Analysis, demonstrations, proof of concept testing, differences documentation, and/or other evidence may be required.

In the event that alternate compliance is sought, training program hour reductions, simulator approvals, and device approvals may be significantly limited and reporting requirements may be increased to ensure an equivalent level of training, checking, and currency. Transport Canada will generally not consider relief through alternate compliance means unless sufficient lead time has been planned by an operator to allow for any necessary testing and evaluation.

FINDINGS

BAF1

Issue Papers BA has not responded to the Operational Issue Papers O-1 to O-7 submitted to BA on 17 Feb 99. The OE Report cannot be closed until these papers have been closed; in particular, until the compliance checklists called up by paper O-1 have been submitted, reviewed and accepted by TC.

Finding closed. BA has submitted satisfactory responses to all the Operational Issue Papers. The compliance checklists will be available as Appendix 2 to this report.

FSCF1

Q400 Simulator The Q400 simulator, in the state used by the OET, is not suitable for the training of Canadian pilots operating pursuant to CAR 604 or 705. The inoperative FMS, poorly functioning ARCDU #2, and unreliable AFCS provide negative training that would be unacceptable for the training of line pilots. The Manager, NSEP has been advised, and will be reviewing the state of the Q400 simulator when the Interim Level "C" approval expires.

Finding closed. FSC has taken action to address all the deficiencies in the Q400 simulator observed during the OE. The simulator is now in an acceptable condition for the training of line pilots for Canadian air operators.

OBSERVATIONS

BAO1

QRH The Q400 QRH provided to the OET, while suitable for use in the operations conducted by BA's flight department, is not a suitable tool for the training of pilots who will be operating the Q400 on commercial air services. The major deficiencies relate to abnormal checklist flow. It is the philosophy of TC and most major air operators that abnormal checklists should contain a continuous flow of information that will take the crew through to landing roll-out. In other words, for each abnormal situation that entails landing considerations, the applicable check should contain all necessary information without reference to other checks, normal or abnormal. The Q400 checklist is currently not consistent in this regard.

Examples:

- Fuselage Fire or Smoke Checklist - "Source of Fire or Smoke cannot be identified" check contains no landing considerations; however, completion of this check will disable the Anti-Skid braking (electrically signalled), leading to increased landing roll-out and increased danger of blowing tires.
- #1 ENG HYD PUMP or #1 HYDRAULIC SYSTEM FAILURE - under Landing Considerations contains the caution "...DO NOT select PTU to ON". When, possibly some time later, the APPROACH check is completed, item 6 is "Stby Hyd Press and PTU Cntrl" "ON".
- lack of index at front of each section of the non-normal checklist as per the Q200 QRH

Although QRHs are considered a sub-set of the AOM (FCOM) and are therefore subject to approval by TC, there is no standard for QRH format beyond the fact that the QRH cannot conflict with the AFM. It may be worthwhile, however, for BA to consult with its major Q400 customers and other DH8 operators such as Air Ontario to produce a QRH that will better reflect the ones in use by Canadian and foreign air operators.

FSCO1

Q200 Simulator #7 All four of the OE team members who participated in the 400-200 CCQ evaluation felt that the pitch feel of simulator 7 deviated far enough from the pitch feel of the aircraft to be a negative training benefit. The differences were particularly apparent at rotation in normal and abnormal conditions, stall recoveries, and single-engine missed approach.

MIXED FLEET FLYING WITH THE DHC8-100 AND DHC8-300

This OE evaluated the Q400 against the Q200 as base aircraft, and all conclusions with respect to training/checking/currency contained in this report are applicable only to the Q200 and Q400 in Canadian private or commercial service. The FAA has published the report of the FSB that evaluated the training/checking/currency requirements for operations of the DHC8-100, 200 and 300, all of which share the DH8 type rating in Canada. This report, however, is not applicable in Canada. If Canadian operators wish to conduct mixed fleet flying operations with the Q400 in combination with the DHC8-100 and/or the DHC8-300 a further Operational Evaluation will have to be conducted to establish the Canadian training/checking/ currency requirements.

SUPPORTING DOCUMENTATION

The documents provided by BA to support this OE and which have been used in the preparation of this report will be kept on file by the Programme Manager, Flight Technical, Transport Canada Safety and Security, Commercial & Business Aviation Operational Standards, Ottawa ON, K1A 0N8.

The OE archive contains the following documents:

Q400 FCOM Volumes 1, 2 and 3
Q400 QRH
Q200 FCOM Volumes 1, 2 and 3
Q200 QRH
Q400 Initial Equipment/Transition Training Syllabus
Q400 Specialty Curriculum Common Crew Qualification
Q200 Specialty Curriculum Common Crew Qualification
OE Proficiency Check Script
Phase 1 Q400 Proficiency Check forms
Phase 2 Baseline Proficiency Check forms
T2 Check Forms
Phase 2 Q400 Proficiency Check forms
Phase 3 Q200 Proficiency Check forms