

Anexo A – P180 Operational Evaluation Summary Report – English Version



OPERATIONAL EVALUATION SUMMARY REPORT
AIRCRAFT PIAGGIO P-180 (PIAGGIO, ICAO P180)

PIAGGIO, GENOVA, ITALY, NOVEMBER, 23RD TO 26TH, 2009

REVISION 02 – AUGUST 31ST, 2011



Piaggio P-180 (P180) was operationally evaluated by FAA, EASA and ENAC, and is operating in many countries under these authorities' rules.

ANAC established a Brazilian Aircraft Evaluation Group for the Piaggio P180 (BAEG-P180) to evaluate the operation of this aircraft in Brazil.

ANAC, by now, did not receive all information related to Piaggio P-180 operational compliance in Brazil.

1. TYPE RATING

BAEG-P180 recommends P180 type rating issuance with Differences Training between the variants Avanti and Avanti II as approved by ENAC.

BAEG-P180 recommends update ANAC Brazilian type rating with the following:

FABRICANTE (1)	AERONAVE (2)		OBS (3)	HABILITAÇÃO (4)
	MODELO	NOME		ANAC
VII – Type Rating (Aeroplane) – Land – Turboprop engine –Single Pilot Operation, Multi Engine				
Piaggio	P180	Avanti	AAD	P180
	P180	Avanti II	D	

BAEG-P180 recommends that the approval of type rating qualification training be restricted to those organizations already approved by ENAC (Italian National Aviation Authority): Piaggio TRTO and FAR 142 FlightSafety International, based on the Training Manual approved by ENAC and FAA and type rating training control approved by ENAC in TRTO Piaggio Training Manual (appendix 1.2).

2. Compliance to RBHA 91 and 135

a. Statement of Compliance

During ANAC GAA-P180 at Genoa plant, Piaggio was not able to present a correct Compliance Statement neither for RBHA 91 or RBHA 135.

In September 2010, ANAC GAA-P180 received compliance checklists for both RBHA 91 and 135. A discrepancy was found regarding paragraph 135.178(g) - Exterior Exit Markings. Piaggio shall attend the paragraph above regarding orders of aircrafts intended to operate in Brazil in order to comply with this requirement.

On June 17th, 2011, Mr. Giuseppe Caldarelli, Piaggio Chief of Airworthiness sent an email informing that all Piaggio models P180 delivered for Brazilian costumers would be in compliance with RBHA 135.178(g).

b. Special Operations

CAT II, RNP and Air Ambulance operations have not been presented to evaluation. Each special operation shall be specifically approved to the first interested Brazilian costumers, when it applies, and this report shall be updated with the resultant evaluation.

No EFB operations are authorized in Brazil.

c. Maximum number of Passengers

BAEG-P180 recommends that the maximum number of passengers authorized to operations in Brazil shall be 09 (nine) passengers.

3. OPERATIONAL DOCUMENTS

a. MMEL

To RBHA 91 only operations, BAEG-P180 recommends the adoption of MMEL FAR 091, using the following remarks:

- General: *As required by FAR* shall be understood as *As required by Brazilian Regulations*;
- ATA 22-2 – for Autopilot failure, IFR operation is restricted to a two pilot crew. (RBHA 91.5(b)(2)(ii));
- ATA 34-1 – Vertical Speed Indicator – B/2/0 – On IFR operation, one VSI must be operative for each pilot required (RBHA 91.205);
- ATA 46-1 – Operation with EFB restricted until equipment is approved by GGCP and evaluated by BAEG. After that, it may be offered to operational approval.

Available approved MMEL FAR135 should be yet evaluated for RBHA 135 operations.

b. Aircraft Operations Manual

BAEG-P180 recommends that the use of available POH by Brazilian operators should be evaluated by the applicable division in SSO before authorizing P180 operation under this orientations.

4. FLIGHT SIMULATOR

The use of available Flight Simulators as Training Device shall only be approved after issuance of the respective validation of foreign qualification by GAAS/GGTA/SSO.

5. INSPECTOR QUALIFICATION

After coordination with TAM Executiva, who represents FlightSafety International for training courses to Brazilian operators, INSPAC OPS3 (ANAC Check Airman) qualification occurred between August 15th and 26th, 2011. ANAC Safety Superintendence has indicated two INSPAC and both had satisfactorily concluded P180 Avanti II initial training course.

GAAS made available Piaggio point of contact to GGAC/SAR for qualification of INSPAC AIR (airworthiness inspector). This item is considered closed for operational matters.

6. OPERATION IN BRAZIL

BAEG-P180 does not recommend approval to P180 operations in Brazil, neither Avanti or Avanti II variants, unless this operational evaluation report recommendations are followed in Brazilian registered aircrafts.

ANAC, Rio de Janeiro, August 31st, 2011.

BAEG-P180

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