



OPERATIONAL EVALUATION ABSTRACT REPORT

AIRCRAFT ROBINSON R66 (ROBINSON HELICOPTER, ICAO R66)

NATIONAL CIVIL AVIATION AGENCY – AUGUST 31, 2011

ORIGINAL – AUGUST 31ST, 2011

The aircraft Robinson R66 was operationally evaluated by the FAA’s Flight Standards Board and is operating in the United States and in many other nations around the globe.

ANAC has established the Brazilian Aircraft Evaluation Group for the Robinson R66 (BAEG R66) to evaluate the operation of this aircraft in Brazil. The Operational Evaluation Report summarizes the results of the evaluations conducted and was elaborated by inspectors that compose the BAEG R66 through diverse operational evaluation activities in conjunction with the aircraft manufacturer and Brazilian operators, using information issued by those entities and by other civil aviation authorities which performed similar operational evaluation process of the R66 helicopter.

English and Portuguese versions of this summary report in electronic format can be found on: <http://www.anac.gov.br/aeronaves/avaliacaoOperacional.asp>

1. TYPE RATING

BAEG R66 recommends Robinson R66 type rating issuance with the ‘R66’ designator for pilots who have successfully completed training for the Bell 429 aircraft and have been approved in a proficiency check.

BAEG R66 recommends the update of ANAC’s Type Rating Table to include the following lines:

XV – Habilitação de Tipo (Helicóptero) – Operação Single Engine (Motor Turbo-Eixo)				
FABRICANTE (1)	AERONAVE (2)		OBS (3)	HABILITAÇÃO (4)
	MODELO	NOME		ANAC
Robinson	R 66			R66

2. TRAINING

Robinson Helicopters did not develop an initial training program curriculum to the R66 since for its establishment in the US a pilot type rating was not required. However, Robinson presented the ‘R66 Familiarization and Pilot Checkout Course’ which is a course program that consists in five hours of ground training and five hours of flight training.

BAEG recommends the course program presented by Robinson to be used as a minimum to the establishment of training programs considering the Brazilian operational context.

3. COMPLIANCE TO RBHA 91 AND RBAC 135

Robinson submitted, as required by ANAC, the compliance checklists duly completed in accordance with the applicable items of the RBHA 91 and RBAC 135. No pending items or non-conformities were detected and so, Robinson’s response was considered satisfactory.

4. MAXIMUM NUMBER OF PASSENGERS

It is recommended to allow configuration of operation in Brazil with a maximum of 4 (four) passengers.

5. OPERATIONAL DOCUMENTS

a. MMEL

Robinson Helicopters informed that the R66 model does not have a MMEL available.

b. Aircraft Operations Manual

The following manuals were submitted:

- R66 Pilot's Operating Handbook and FAA Approved Rotorcraft Flight Manual.
- R66 Pilot's Operating Handbook and FAA Approved Rotorcraft Flight Manual for Rotorcraft Registered in Brazil.

The use of POH as a base for operation in Brazil can be beneficial, but shall be examined in detail by the sector responsible for approving of the operation before the first flight.

6. FLIGHT SIMULATORS

Robinson R66 does not have a qualified flight simulator available to training.

7. SPECIAL OPERATIONS

Information about special operations, such as medical evacuation or offshore, were not provided by the manufacturer to be considered during the evaluations conducted.

During the activities related to the operational evaluation was mentioned by Robinson the possibility of implementation in the future of a cargo hook that will allow the R66 to carry external loads. No additional information was provided or evaluations conducted related to this subject.

Other special operations and usage of optional equipments were not evaluated. If a Brazilian operator demonstrates interest in operating such special operations or optional equipments he/she must contact ANAC declaring the intended operations or equipments for evaluation and approval by the Agency. After the conclusion of the process this Operational Evaluation Report must be updated.

8. OPERATIONS IN BRAZIL

It is not recommended approval of Robinson R66 with Brazilian marks operation, unless orientations of this evaluation report are followed.

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

BAEG R66

André Marques **Caetano** – INSPAC OPS A-1932 – Aircraft Evaluation and Flight Simulator Manager

Nevertton Alves de **Novais** – INSPAC OPS A-2091 – BAEG R66 Engineer Evaluator – BAEG R66 Focal Point