



ANAC
AGÊNCIA NACIONAL
DE AVIAÇÃO CIVIL

OPERATIONAL EVALUATION REPORT ABSTRACT

HELICOPTER EC225 LP
EC225 LP (EUROCOPTER, ICAO EC25)

BRAZILIAN AIRCRAFT EVALUATION GROUP - BAEG

RIO DE JANEIRO, BRASIL

REVISION 1 – AUGUST 22ND, 2014

The aircraft EUROCOPTER EC225 LP was operationally evaluated by FAA and EASA, and is operating in the United States and European States under these authorities' regulations.

The ANAC has established the Brazilian Aircraft Evaluation Group for the EUROCOPTER EC225 LP (BAEG-EC225) 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-225 through diverse operational evaluation activities in conjunction with the aircraft manufacturer, training institutions and operators, using information issued by those entities and by other civil aviation authorities which performed similar operational evaluation process of the EC225 LP 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-EC225 recommends EUROCOPTER EC225 LP type rating issuance with Differences Training between the EC225 LP and the variant AS332 L2 of the EUROCOPTER Super Puma family.

BAEG-EC225 recommends that ANAC type rating table should be updated to include the following:

XV – Habilitação de Tipo (Helicóptero) – Operação Multi Engine (Motores Turbo-Eixo)				
FABRICANTE (1)	AERONAVE (2)		OBS (3)	HABILITAÇÃO (4)
	MODELO	NOME		ANAC
EUROCOPTER (Société Nationale des Constructions Aéronautiques du Sud-Est – Sud Est/ Sud Aviation/ Aerospatiale)	AS 332C	Super Puma/Cougar	D*	S332
	AS 332 C1			
	AS 332L			
	AS 332L1			
	AS 332L2			
EC 225LP			EC25	

(*) The EC225 LP differences training evaluated and approved is valid for S332 type rating holders, with recent experience on the AS332 aircraft. No other Super Puma Family variant has the differences training approved to obtain the EC225 LP type rating license. For EC225 type rating holders there is no training differences approved to obtain a type rating license in any of the variants of the Super Puma Family, in such cases, the initial type rating training is required.

2. Training

As a result of the evaluations conducted by the BAEG-EC225, this group recommends that only TR1 and D2 training programs should be considered as applicable for the Brazilian pilots training, as described on the EC225 Training Manual issue F. Any other future training program proposed as a method for obtaining the EC225 LP type rating, including Ground School training conducted by companies operating under RBHA 91 and RBAC 135, shall be analyzed considering the Training Manual issue F as a reference. .

All the training courses evaluated by this BAEG were conducted by the ETS.

Due to the complexity of the avionics and emergency procedures related to this helicopter, it is recommended that a full flight simulator qualified as level D or dual qualified as level B together with FTD 3 be the primary device used to the execution of the type rating training program. The BAEG-225 does not recommend the approval of operational training programs that uses exclusively the aircraft as the device to accomplish the flight curriculum segments.

3. Compliance to RBHA 91 and RBAC 135

a. Statement of Compliance

EUROCOPTER stated that they were not able to present the required statements of compliance with the Brazilian Regulations during the evaluations. In the occasion, the company was oriented to present the statements of compliance supported by the Brazilian first operator of the EC225 LP. The helicopter is already being operated by Brazilian operators and no statements of compliance were presented.

Therefore, the responsibility for the requirement of the statements of compliance of the EC225 LP helicopter with the RBAH 91 and RBAC 135 is in charge of the managements responsible for overseeing the operators that want to incorporate the aircraft to its fleet.

b. Special Operations

In accordance to the evaluations conducted and the information contained in the Training Programs, the initial and difference courses do not contemplate specific special operations training to the pilots, such as Search and Rescue, Medical Evacuation or Offshore Operations. In addition, EUROCOPTER did not demonstrated interest to demonstrate that the EC225 LP complies with the requirements of the PBN operations.

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.

c. Maximum Number of Passengers

According to the Type Certificate Data Sheet N° 7902 , issued by the ANAC Airworthiness Superintendence, the BAEG-EC225 recommends that the maximum number of passengers authorized to operations in Brazil shall be 19 (nineteen) passengers.

4. OPERATIONAL DOCUMENTS

a. MMEL

The BAEG-EC225 did not evaluate the MMEL approved by the FAA or the MMEL approved by the DGAC. The BAEG-EC225 recommends the use of the MMEL analyzed and approved by the ANAC Airworthiness Superintendence.

b. Aircraft Operations Manual

The EUROCOPTER did not issue an Operations Manual to the operation of Brazilian operators.

5. FLIGHT SIMULATOR

It is recommended the use of a FFS D or a dual qualified FSTD (FFS B / FTD 3) as the primary training device for pilot training. If the dual qualified FSTD is used, the condition observed on session 8 of pilot training program ETS EI025 EC 225 (take-off with OEI before TDP exercises should be performed also in aircraft) must be followed.

In order to provide a method of verification of simulators status to the operators, ANAC developed a website containing a complete and up to date relation of all flight simulators, qualified and validated by this Agency, and their respective certificates validity. For more information, please visit: <http://www.anac.gov.br/simulador>.

6. OPERATION IN BRAZIL

The BAEG-EC225 recommends approval of EC225 LP with Brazilian marks operation, only if orientations of this evaluation report are followed.

