

Annex 02 – C510 Operational Evaluation Abstract Report – English Version



OPERATIONAL EVALUATION ABSTRACT REPORT
AIRCRAFT CESSNA MUSTANG CE-510

RIO DE JANEIRO, OCTOBER 22ND, 2015

REVISION 1

VALIDATION BASED ON DOCUMENTATION



Due to the lack of information to ANAC Operation Inspectors, the C510 Mustang was considered as a Cessna “500 series” variant, resulting in many problems on type rating issuance.

During 2009 and 2010 ANAC had establish contact with Cessna to schedule a meeting in order to make a Operational Evaluation based in documentation already produced (catch up process). However, until now, no practical information related to Mustang operational compliance in Brazil has been achieved.

This is a preliminary report, based on information of a Brazilian RBHA 135 operator training report prepared by an ANAC Operation Inspector, occurred in March 2010. Information issued by manufacturer/ training provider documentation, JOEB and FAA documentation were also used as reference source.

New report will be prepared by Aircraft and Flight Simulator Evaluation Management (in Portuguese, GAAS/ANAC), after a more comprehensive process has been finalized with the active participation of Cessna and FlightSafety International, on a date to be defined.

1. Type Rating

This GAA-C510 determines the designation C510 to pilot type rating, with the restrictions C510/D PIC for pilots qualified as Pilot in Command of a Crew, and C510/D SIC for pilots qualified as Second in Command of a Crew.

The ANAC License Office will update the ANAC Type Rating Table update using this table:

MANUFACTURER (1)	AIRCRAFT (2)		RMK (3)	RATING (4)
	MODEL	NAME		ANAC
IX – Type Rating (Airplane) – Land – Single Pilot Operation, Multi Engine (Jet Engine)				
Cessna	C510	Citation Mustang	AAD	C510, C510/D

Pilot’s Training and Checking should include IFR portion, corresponding the applicability of the item 61.153(c)(6) of the RBHA 61.

There’s no credit for flight experience in other aircraft for C510 type rating issuance.

2. C510 Type Rating Training Program Definition

a. Pre-entry requirements

The candidate should demonstrate, prior to the Training beginning:

- e) Hold a Pilot’s Licence, on aeroplane category;
- a) Hold an Aeroplane IFR rating;
- b) Demonstrate one of the following conditions:
 - a. Hold:
 - i. Multiengine Class Rating (MLTE), without centerline thrust limitation; or
 - ii. Type Rating on a multiengine aeroplane, as Pilot In Command; or
 - b. Have accomplished, successfully, an approved Multiengine airplane course (type or class);
- c) Demonstrate one of the following conditions:
 - a. Experience on High Altitude and Jet Operation as Pilot in Command (Type Ratings

and logged flight hours); ou

- b. Accomplished successfully an ANAC approved course for these kinds of operation (for example, EASA approved HPA course); or
- c. Air Transportation Pilot level theoretical certificate.

b. Additional pre-entry training requirements

Candidate shall demonstrate experience on G1000 aeroplanes, otherwise, accomplish for a 16 hours specific training on C510 Garmin 1000.

Pilots shall demonstrate experience on RVSM operations, otherwise, shall demonstrate RVSM specific course for RBHA 91 or 135 operations.

c. C510 Type Rating Training Program Definition

Brazil will adopt EASA TRTP, including all minimum curriculum and operations requirements.

The primary approved training device should be a Level D Flight Simulator, qualified by ANAC, directly or by validation.

d. C510 Recurrent Training

As a complex aeroplane, a C510 pilot shall attend additional training requirements to the basic requirements listed on section 61.157 of RBHA 61, for Type Rating renewal.

C510 Type Rating renewing pilots should demonstrate recurrent training with all manouvers listed for the accomplishment of FAR 61 61.55 and 61.58 under FSI Pilot Training Manual curriculum, before the flight proficiency check, on aeroplane or simulator. Primary device for the execution of this training is a qualified Flight Simulator.

3. Compliance to RBHA 91 and 135

a. Statement of Compliance

Cessna did not show compliance checklist with Brazilian operational regulations (RBHA 91 and RBAC 135). Anyway, FAA included compliance checklist with Part 91 and Part 135 in a FSB Final Report. Both FAR and RBHA tend to be aligned in almost every requisite.

GAA-C510 recommends that ANAC Operations Inspectors to use operational compliance checklist of FAA FSB Report as a source for manuals and procedures approvals, regarding differences between both Brazilian and U.S. regulations.

b. Special Operations

No special operation was analyzed during this Operational Evaluation. Until now C510 is approved for CAT I operations only.

Each special operation should be analyzed individually when requested by a Brazilian operator. A report update may be necessary when a special operation is approved.

c. Maximum number of Passengers

According to Brazilian Type Certificate Data Sheet – TCDS N° EA-2007T10, issued by ANAC Airworthiness Superintendence, the maximum operation configuration in Brazil is four (04) passengers, not including two crew seats.

4. OPERATIONAL DOCUMENTS

a. MMEL

Adoption of FAA approved MMEL in Part 91 and Part 135 operator versions is recommended, and differences between FAR and RBHA shall be observed.

b. Aircraft Operations Manual

ANAC Operations Inspectors responsible to analyze this manual must be aware to comparison between Cessna Pilot's Operating Manual or Cessna Operations Manual with updated and approved AFM, and to AFM data have priority to Cessna OM data, in case of conflict.

5. FLIGHT SIMULATOR

There are two FFS level D with validated qualification in Brazil at the moment.

There are two more FFS level D with FAA/NSP qualification. Use of FFS is approved only for qualification validation issued by GAAS/ANAC.

6. INSPECTOR QUALIFICATION

Minimum qualification for ANAC Inspector to conduct proficiency exam for type rating issuance shall include training monitoring, both ground and flight training.

ANAC Inspector designated to conduct a proficiency exam should follow ANAC HPA Check Ride Profile elaborated by GAAS/ANAC, including oral portion defined.

7. OPERATION IN BRAZIL

It's not recommended approval of Mustang with Brazilian marks operation, unless orientations of this evaluation report are followed.

ANAC, Rio de Janeiro, October 22nd, 2015.

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