



## **OPERATIONAL EVALUATION REPORT**

### **HAWKER BEECHCRAFT**

#### **HAWKER 4000**

### **GRUPO DE AVALIAÇÃO DE AERONAVES – GAA**

BRAZILIAN AIRCRAFT EVALUATION GROUP

AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL

RIO DE JANEIRO, BRAZIL

REVISION 1 – JANUARY 05TH, 2015

## Revision Control

REVISION	DATE	HIGHLIGHTS OF CHANGE
Original	December 12, 2014	Original report
1	January 05th, 2015	Minor changes on type rating designator to comply with IS 61-004. Elimination of item 2.e (training center) from the previous revision. Minor changes on item 7. Minor changes on item 6. Elimination of former item 8 (ANAC Inspector)

## **Approval**

**Audir Mendes de Assunção Filho**  
Training Organizations Certification Manager  
Flight Standards Superintendence

## Evaluation Team

- Revision Original

<b>Name</b>	<b>Task</b>	<b>Organization</b>
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<b>Name</b>	<b>Task</b>	<b>Organization</b>
André Marques Caetano	Aircraft Evaluation Coordinator	ANAC

Hawker 4000 HA4T was operationally evaluated by FAA and EASA, and operates in many countries under these authorities' rules.

ANAC established a Brazilian Aircraft Evaluation Group for the HAWKER 4000 (BAEG-HA4T) to evaluate the operation of this aircraft in Brazil.

## 1. TYPE RATING

The specific pilot type rating assigned to the Hawker 4000 aircraft is designated "**HA4T**".

The GAA recommends the update of ANAC type rating list (Instrução Suplementar – IS 61-004) with the following information:

MANUFACTURER (1)	AIRCRAFT (2)		RMK (3)	TYPE RATING (4)
	MODEL	NAME		ANAC
X – Type Rating (Airplane) – Land – Multi Pilot Operation, Multi Engine (All Engines)				
Hawker Beechcraft	4000	Hawker 4000	AAD	HA4T

## 2. TRAINING SPECIFICATION

### a. Prerequisites for the Type Rating Training

#### Pilot in Command (PIC)

- Private Pilot License
- Proof of Class A multi or a Proof of multiengine aircraft type, provided that no restriction has traction multi core (aircraft with more than one engine on the same axis);
- Installation IFR;
- At least 1000 flight hours as Pilot in Command (PIC);
- Theoretical PLA (Airline Pilot License).

#### Second in Command (SIC)

- Private Pilot License;
- Proof of Class A multi or a Proof of multiengine aircraft type, provided that no restriction has traction multi core (aircraft with more than one engine on the same axis);
- Installation IFR;
- Theoretical PLA.

### **b. Initial Training**

The initial training shall follow the described at Operational Training Program approved by FAA to FSI – Flight Safety International (FSI Book 2).

The following subjects are considered critical to aircraft safe operation and shall be included at initial training to pilot type rating:

- RVSM;
- TCAS;
- Windshear procedures;
- Inflight and Ground Icing Awareness;
- CRM training
- Procedures to avoid CFIT
- A supervised pre flight inspection must be performed before the pilot can do a inspection by himself.

Other initial training curricula may be approved by the POI responsible for operations, whereas they are supported in a proportional increase of minimum requirements.

Taking into consideration the minimum maneuvers for pilot qualification, BAEG-HA4T recommends that the initial training to use, as a training device approved, a flight simulator at least level C qualified in accordance with FAR 060 (or JAR-FSTD A or equivalent requirement) for training maneuvers and critical emergencies of the aircraft.

### **c. Recurrent Training**

Recurrent training shall also follow the requirements described in the Operational Training Program approved by FAA for FSI - Flight Safety International (Book 2).

### **d. Proficiency check**

The proficiency checks shall follow the HPA check profile (High Performance Aircraft) ANAC and can use Book 2 of the Flight Safety International as guidance at the discretion of the INSPAC Operations and whereas they are more conservative regarding operational safety.

It shall be performed in FFS qualified or validated by ANAC. In case of any kind of check in aircraft, it can only be accomplished if the Forward Observer Seat is installed, which is mandatory for RBAC 135 and desirable for RBHA 91.

## **3. COMPLIANCE TO RBHA 91 AND RBAC 135**

Was presented a Compliance checklist according to FAR / RBHA 91 and 135 (4000E404094 Rev 1, August 18<sup>th</sup>, 2010), and it was considered satisfactory.

#### 4. SPECIAL OPERATIONS

The current version of FMS does not support precision approach more restricted than CAT I. Each special operation shall be specifically approved to the first interested Brazilian Operator, when it applies, and this report shall be updated with the resultant evaluation.

The operations with credit regarding to EFB are not allowed in Brazil, because this equipment was not offered for the validation of type certification.

The aircraft is not certified for ETOPS operations.

#### 5. OPERATIONAL DOCUMENTS

##### a. MMEL

There are some MMEL versions for HA4T approved by the FAA:

- FAA (Rev 01, 06/17/2009)
- FAA (Rev 01 Pt 91, 17/06/2006), only for operations under FAR 91.
- FAA (the Rev 01, 30/01/2010)

The BAEG-HA4T recommends the use of these MMEL approved by FAA, which shall be the basis for making the operator's MEL.

##### b. Aircraft Operations Manual

The use of POM 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

The use of available Flight Simulators as Training Device approved in a Training Program or Training pilots shall only be approved after issuance of the respective validation of foreign qualification by ANAC.

#### 7. OPERATIONAL ISSUES

It is **MANDATORY** that the aircraft HA4T operated in accordance with **RBAC 135** has installed the Forward Observer Seat in accordance with AC 120-83 to make it possible to perform the proficiency check and monitoring of other tasks of pilots according to requirement 135.75(b), unless an alternate mean of compliance is submitted by the operator for approval by ANAC.

For the operation under **RBHA 91**, this recommendation is **DESIRABLE**.

#### 8. OPERATIONS IN BRAZIL

It is recommended to allow configuration of operation in Brazil with a maximum of ten (10) passengers.