

Operations Manual

OM - B

Technical

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1 Aeroplane Descriptive Notes

The ATO uses different airplanes and FSTD for different phases of the training. The following operating documents are included in each training aircraft and are available for all Pilots.

1.1 Aircraft Flight Manual | AFM

In all cases the aircraft flight manual, or airplanes POH (pilot operating handbook) is used as standard source for its technical description, limitations, its handling and operation. The original AFM is carried in each training Aircraft and is available for all Pilots during flight. They are also kept in copy analog and / or digital in the office.

The contents of a POH covers the following items

1. General
2. Limitations
3. Emergency Procedures
4. Normal Procedures
5. Performance
6. Weight and Balance
7. Description and Operation of the airplane and its systems
8. Airplane Handling, Servicing and Maintenance
9. Supplements

1.2 Pilot's Guides

Pilot's Guides are descriptions of auxiliary equipment, whose declarations are not included in the POH such as Stormscope, Weather Radar, GPS etc. The Pilot's Guides are carried in each training Aircraft and are available for all Pilots during flight. They are also kept in copy analog and / or digital in the office.

1.3 Training Aircrafts – Single engine VFR

Callsign	D-EJFT
Type	DA 20-C1
Serial No.	C0025
Manufacturer	Diamond Aircraft Industries Inc.
Operator	EAA Aviation Academy GmbH
Owner	EAA Aviation Academy GmbH
Instruments	ASI, ADI, ALT, VSI, DG, TBI, MC, Bendix NAV/COM, GPS NAV/COM, CDI/GS, XPDR C, ELT
Engine	Continental O-240-B
Year of manufacture	1998
Crew composition	1 rated pilot and no cabin crew
Performance Class	A
Commercial	Not approved for commercial air transport
VFR / IFR	Day VFR only
Known icing	Not certified for known icing conditions
MNPS	n/a
RVSM	n/a
Area NAV	n/a
Approaches	n/a
LVTO	n/a

Callsign	D-EKDC
Type	DA 20-C1
Serial No.	C0194
Manufacturer	Diamond Aircraft Industries Inc.
Operator	EAA Aviation Academy GmbH
Owner	EAA Aviation Academy GmbH
Instruments	ASI, ADI, ALT, VSI, DG, TBI, MC, GNS430 NAV/COM, CDI/GS, XPDR S, ELT
Engine	Continental O-240-B
Year of manufacture	2002
Crew composition	1 rated pilot and no cabin crew
Performance Class	A
Commercial	Not approved for commercial air transport
VFR / IFR	Day VFR only
Known icing	Not certified for known icing conditions
MNPS	n/a
RVSM	n/a
Area NAV	n/a
Approaches	n/a
LVTO	n/a

1.4 Training aircrafts – Single engine IFR

Callsign	OE-KLJ
Type	172 S
Serial No.	172S10240
Manufacturer	Cessna Aircraft Company, USA
Operator	EAA Aviation Academy GmbH
Owner	EAA Aviation Academy GmbH
Instruments	G1000, ASI, ADI, ALT, XPDR S, KAP 140 Autopilot, ADF, ELT
Engine	Textron Lycoming IO-360-L2A
Year of manufacture	2006
Crew composition	1 rated pilot and no cabin crew
Performance Class	A
Commercial	Not approved for commercial air transport
VFR / IFR	Day/Night VFR/IFR
Known icing	Not certified for known icing conditions
MNPS	n/a
RVSM	n/a
Area NAV	G1000
Approaches	n/a
LVTO	n/a
Year of manufacture	
Crew composition	1 rated pilot and no cabin crew
Performance Class	A
Commercial	Not approved for commercial air transport
VFR / IFR	Day/Night VFR/IFR
Known icing	Not certified for known icing conditions
MNPS	n/a
RVSM	n/a
Area NAV	G1000
Approaches	n/a
LVTO	n/a

1.5 Training aircrafts – Multi engine IFR

Callsign	OE-FCS
Type	DA 42 NG
Serial No.	42.287
Manufacturer	Diamond Aircraft Industries GmbH – Österreich
Operator	Flight Charter Linz GmbH
Owner	Flight Charter Linz GmbH
Instruments	G1000, ASI, ADI, ALT, XPDR S, KAP-140 Autopilot, Oxygen, Synthetic Vision
Engine	2 x Austro Engine AE 300 (168 HP)
Additional information	Anti-Ice-System
Year of manufacture	2007
Crew composition	1 rated pilot and no cabin crew
Performance Class	A
Commercial	Not approved for commercial air transport
VFR / IFR	Day/Night VFR/IFR
Known icing	Not certified for known icing conditions
MNPS	n/a
RVSM	n/a
Area NAV	G1000
Approaches	n/a
LVTO	n/a

Callsign	OE-FCL
Type	DA 42 NG
Serial No.	42.060
Manufacturer	Diamond Aircraft Industries GmbH – Österreich
Operator	Flight Charter Linz GmbH
Owner	Flight Charter Linz GmbH
Instruments	G1000, ASI, ADI, ALT, XPDR S, KAP-140 Autopilot, ADF, ELT
Engine	2 x Austro Engine AE 300 (168 HP)
Additional information	Anti-Ice-System
Year of manufacture	2006
Crew composition	1 rated pilot and no cabin crew
Performance Class	A
Commercial	Not approved for commercial air transport
VFR / IFR	Day/Night VFR/IFR
Known icing	Not certified for known icing conditions
MNPS	n/a
RVSM	n/a
Area NAV	G1000
Approaches	n/a
LVTO	n/a

1.6 FSDT – FNPT II

Certificate Number	AT-3A-1003
Type	FNPT II Ascent Flight Trainer – Generic Multi Engine Piston „PA-34“
Serial No.	SN-FFT-2114
Manufacturer	Mechtronix Systems INC., Montreal
Operator	EAA Aviation Academy GmbH
Simulated type of aircraft	Generic Multi Engine Piston
STD Qualification Level	JAR FSTD A FNPT II
Visual system:	Rasterflite TM, 3-channel cylinder projection 150° x 37,5° FoV
Motion system	None
Engines	Generic Piston Engines
Instruments	ASI, ADI/FD, ALT, TBI, HIS, VSI, RMI, CDI/GS, Bendix KDI 572 DME
TCAS	None
Windshear	None
Additional Capabilities	Autopilot
Limitations	None

1.7 FSDT – FNPT II MCC

Certificate Number	AT-3A-1031
Type	FNPT II – MCC Ascent Flight Trainer – Generic ME Turboprop “BE 200”
Serial No.	SN-FFT-2114
Manufacturer	Mechtronix Systems INC., Montreal
Operator	EAA Aviation Academy GmbH
Simulated type of aircraft	Generic Multi Engine Turboprop
STD Qualification Level	JAR FSTD A FNPT II
Visual system:	Rasterflite TM, 3-channel cylinder projection 150° x 37,5° FoV
Motion system	None
Engines	Generic Turboprop Engines
Instruments	Bendix EFS50, ASI, ALT, TBI, VSI, RMI, CDI/GS, Bendix KDI 572 DME
TCAS	None
Windshear	None
Additional Capabilities	Autopilot
Limitations	None

2 Aeroplane Handling

2.1 General

The operation of any aircraft shall at all times be in accordance with applicable POH and this manual. Sound judgement must be used in situations not covered by these manuals.

2.2 Aircraft Preflight Inspection

Aircraft pre-flight inspection must be accomplished in accordance with the approved checklist in the POH and the OM. The pilot-in-command shall certify this by signing his appropriate box of the Maintenance log.

2.3 Checklists

Checklists in each type of aircraft operated are in accordance with the OM and the aircraft flight manual / pilots operating handbook. Both instructor pilots and students are expected to be familiar with the checklist for the aircraft they are flying, and adhere to them.

2.4 Limitations

Handling of aircraft operated may in no circumstances exceed the limitations stated in the OM and the aircraft flight manual.

Reference: NCO.POL.100

2.5 Aeroplane maintenance- and technical logs/program

Aeroplane maintenance- and technical logs/program are in accordance with Part M and covered by approved maintenance organisations.

3 Emergency Procedures

Emergency procedures for each type of aircraft are in compliance with as stated in the POH and the OM. Operation of an ATO aircraft shall at all times be in accordance with those procedures.

In situations of such nature that are not covered in the above-mentioned manuals, a sound judgement should be exercised.

4 Radio and Radio Navigation Aids

Each aircraft shall be equipped with at least all radios and radio navigation aids in accordance with relevant regulations and as stated in the OM regarding to the limitations of operation in accordance with the certificate of airworthiness for each aircraft.

5 Allowable Deficiencies

It is ATO policy to operate aircraft, which are to the highest standards. Equipment in each aircraft: radios, radio navigation aids, instruments, emergency equipment etc. which is defined as minimum equipment in that aircraft in accordance with relevant regulations, shall be operative for flight training within the ATO. Otherwise the airplane will not be operated until the above items have been fixed by an authorized maintenance organisation.

5.1 Minimum Equipment for operation

Fuses
spare electrical fuses for replacement of those fuses that is allowed to be replaced in flight.
Operating lights
an anti-collision light system
navigation/position lights
a landing light
lighting supplied from the aeroplane's electrical system to provide adequate illumination for all instruments and equipment essential to the safe operation of the aeroplane
lighting supplied from the aeroplane's electrical system to provide illumination in all passenger compartments
an independent portable light for each crew member station
Operations under VFR
Aeroplanes operated under VFR by day shall be equipped with a means of measuring and displaying the following
magnetic heading;
time, in hours, minutes and seconds;
pressure altitude;
indicated airspeed
Aeroplanes operated under visual meteorological conditions at night, or in conditions where the aeroplane cannot be maintained in a desired flight path without reference to one or more additional instruments, shall be, equipped with a means of measuring and displaying the following:
turn and slip
attitude
vertical speed
stabilised heading
a means of indicating when the supply of power to the gyroscopic instruments is not adequate
Aeroplanes operated in conditions where they cannot be maintained in a desired flight path without reference to one or more additional instruments, shall be, in addition equipped with
a means of preventing malfunction of the airspeed indicating system due to condensation or icing.
Operations under IFR
flight and navigational instruments and associated equipment - means of measuring and displaying the following
magnetic heading
time in hours, minutes and seconds
pressure altitude
indicated airspeed
vertical speed
turn and slip
attitude
stabilised heading
outside air temperature
a means of indicating when the supply of power to the gyroscopic instruments is not adequate
a means of preventing malfunction of the airspeed indicating system due to condensation or icing.

Reference: NCO.IDE.A.110; NCO.IDE.A.115; NCO.IDE.A.120

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