



EUROPEAN AVIATION SAFETY AGENCY



Operational Evaluation Board Report

**BM JET AVIACIÓN PRIVADA DEL MEDITERRÁNEO OCCIDENTAL, S.L.
(Jet Ready Europe)**

OXYGEN SYSTEM MODIFICATION TO

EA500

Revision No. 1 dated: 19 July, 2011

**European Aviation Safety Agency
Postfach 10 12 53
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Eclipse EA500



Revision Record

Revision No.	Section	Pages No.	Date
0 (Draft)	all	1 - 9	May 10, 2011
1	all	1 - 9	July 19, 2011

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Executive Summary

Operator Application

Jet Ready Europe made a request to EASA, Certification Directorate - Flight Standards for an evaluation of the Modification INAER.M11/013/35 for the Eclipse EA500 aeroplane.

The purpose of the modification is to make the EA500 fully compliant with EU-OPS 1.770 b(2) iii and iv.

Following the application, an evaluation was performed at the Jet Ready premises in Valencia, Spain on the 8th of April, 2011.

An OEB report for the Eclipse EA500 aeroplane is published on the EASA web site under the following link:

http://easa.europa.eu/certification/flight-standards/doc/oeb-final-report/eclipse/Eclipse_OEB_report.pdf

This report should be used in addition to the Eclipse EA500 report for aeroplanes with Modification ref. INAER.M11/013/35 installed.

The OEB recommends that operators with Modification ref. INAER.M11/013/35 (based on technical proposal ref. INAER 1010-35-PT R2) installed on their Eclipse EA500 aeroplane(s) follow the recommendations of this report.



Evan Nielsen

EASA, Certification Directorate
Flight Standards Manager

Acronyms

AMC	Acceptable Means of Compliance
AOC	Air Operator Certificate
ATO	Approved Training Organisation
CPL	Commercial Pilot Licence
DC	Direct Current (electrical)
EASA	European Aviation Safety Agency
EU-OPS	Appendix to Commission Regulation (EC) No 859/2008
FTO	Flight Training Organisation
IEM	Interpretative and Explanatory Material
IFR	Instrument Flight Rules
JAA	Joint Aviation Authorities
JAR-FCL	Joint Aviation Requirements Flight Crew Licensing
MEL	Minimum Equipment List
MMEL	Master Minimum Equipment List
NCAA	National Civil Aviation Authority
OEB	Operational Evaluation Board
TRTO	Type Rating Training Organisation

1. Purpose and applicability

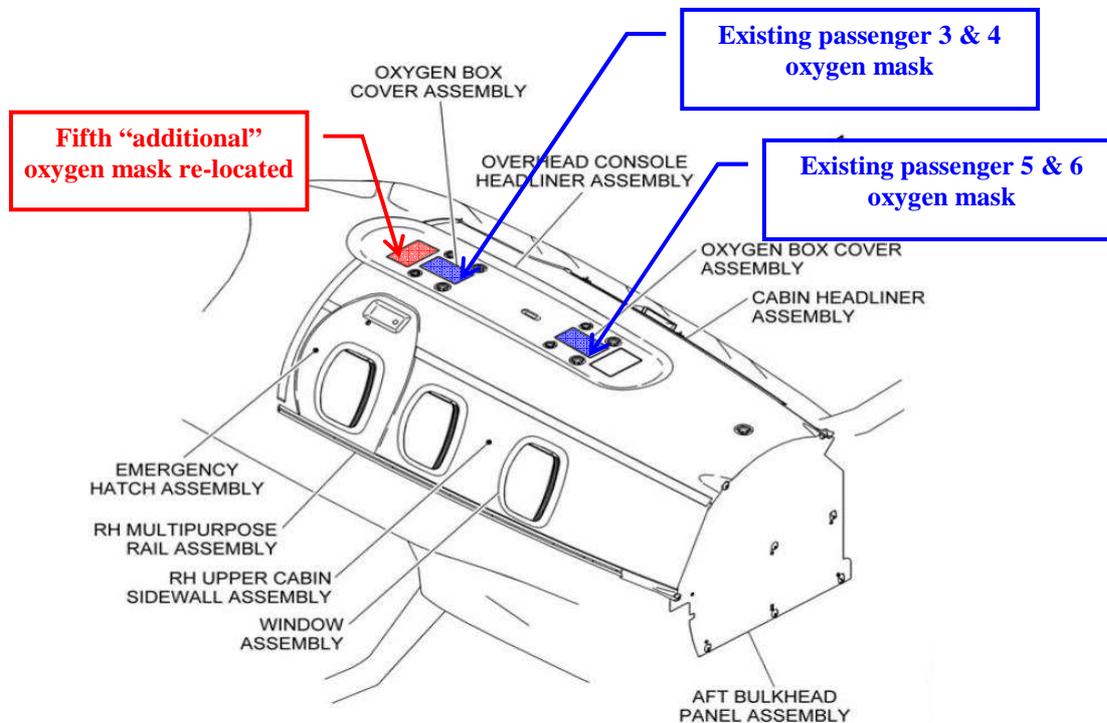
This report is the result of an OEB process which was conducted In Valencia, Spain.

This document:

- Makes recommendations for Operator of EA500 aeroplanes with Modification ref. INAER.M11/013/35 installed.

2 Description of Modification ref. INAER.M11/013/35 (based on technical proposal ref. INAER 1010-35-PT R2)

- 2.1 The fifth “additional” oxygen mask has been repositioned from the instrument panel to a new passenger cabin ceiling location, the hose for this mask has been extended to make it available for occupants of seat 5 and 6 and for infant(s) on any seat.
- 2.2 The hoses for the existing passenger oxygen masks for seats 3 and 4 have been extended to make these masks available for seat 5 and 6.
- 2.3 The occupants of seat 5 and 6 are not capable of reaching unassisted the “additional” oxygen mask or the masks for seat 3 and 4.
- 2.4 Procedures must be established to ensure that passengers occupying seat 3 and 4 assists the passengers of seat 5 and 6 to reach and activate the oxygen masks if needed.



3. OEB recommendations

- 3.1 The co-pilot seat shall be occupied by a flight crew member only.
- 3.2 The total number of passengers including infant(s) shall be 4.
- 3.3 EA500 aeroplanes with Modification ref. INAER.M11/013/35 installed shall be considered fully compliant with EU-OPS 1.770 b(2) iii and iv.
- 3.4 Operators of EA500 aeroplanes with Modification ref. INAER.M11/013/35 installed considers the effect of the modification in respect to MMEL/MEL issue.
- 3.5 To ensure compliance with EU-OPS 1.285 (b) 2 (ii) the OEB recommends that operators of the EA500 aeroplanes with Modification ref. INAER.M11/013/35 installed, establish operational procedures to be included in the pre-flight briefing of the passengers to ensure that occupants of the 5th and 6th passenger seats are assisted to reach and activate the “additional” oxygen mask or the masks for seats 3 and 4 if necessary.

4. Appendices:

Appendix 1 : INAER technical proposal ref. INAER.1010/35-PT R2

Appendix 2 : EA500 EU-OPS Subpart K and L Compliance for OPS 1.770(b) 2 (iii) and (iv)

**Note: Appendices are available from:
BM JET AVIACIÓN PRIVADA DEL MEDITERRÁNEO OCCIDENTAL, S.L. (Jet Ready Europe).**

END