

Q&A

**Flight Crew Operating Manual (FCOM)
EC225 LP Oil & Gas**

What is an FCOM?

The Flight Crew Operating Manual (FCOM) is issued by Airbus Helicopters as a guideline for operators to develop their own Standard Operating Procedures, in accordance with applicable requirements. This source document incorporates aircraft manufacturer guidance on how to use the systems on board the aircraft for enhanced operational safety, as well as for increased efficiency.

The FCOM is designed for one specific model, type of operation and configuration (In this case, for the EC225 LP, Makila 2A1, offshore).

The FCOM focuses primarily on two areas: guidance on when and why crewmembers have to engage AFCS upper modes and guidelines for Multi Crew Coordination.

In any case, the approved Flight Manual remains the only official document with regards to certification authorities.

Did Airbus Helicopters have a regulatory obligation to produce this document?

No.

Why did they do it?

Airbus Helicopters issue of an FCOM for EC225LP aircraft marks the first such source document created in the rotorcraft sector, further reinforcing the company's safety initiatives in cooperation with operators, authorities and industry stakeholders. It was produced with the goal of offering operators confirmed guidance to standardize and streamline their procedures. It was initiated by AH while also requested by the JOR (Joint Operators Review). Inputs from operators have been continuously taken into account through a common AH JOR working group.

Why is this FCOM useful to operators?

Operators of EC225LP aircraft around the world are able to follow the guidelines set forth in the FCOM in order to assist in creating their own operations manual. The FCOM serves as an industry-wide reference for OEM-recommended operations, helping to standardize procedures across all operators.

What if an operator’s aircraft configuration is different from the one referenced in the FCOM?

The proposed reference complies with the most recent configuration and equipment standards. It is not planned to issue an FCOM for previous configurations. Concerning the AFCS operation you may find the adequate information in the Flight Operation Briefing Note (FOBN) N° 2-34 revision 1 issued on 2014-11-14 (TIPI).
In case you need further details, please contact the AH Crew help desk (see address here below)

Do operators have to adhere to these recommendations?

There is no regulatory obligation to apply strictly the FCOM guidance. However, the reference document remains each company’s own Operations Manual which has been approved by the National Airworthiness Authorities.
The AH FCOM provides aircraft manufacturer guidance for enhanced operational safety as well as for increased efficiency. So, Airbus Helicopters recommends that operators consider the relevant FCOM content in their own specific Operations Manuals/SOPs, as far as concerned in their operational conditions.

Can the FCOM be used for operations other than offshore?

The FCOM recommendations may be applied for any flight phase similar to offshore operations (i.e. take off, landing, etc). The complete recommendations on the optimum use of the EC225 AFCS modes are covered by the FOBN n° 2-34 – Revision 1 – dated 2014-11-14, accessible on TIPI.
In case you need further details, please contact the AH Crew help desk (see address here below)

How does the FCOM impact operators’ training programs?

The FCOM can have an impact on Type rating, conversion to role and recurrent training. The Airbus Helicopters Type Rating syllabus has been updated in accordance with the relevant elements of the FCOM. Airbus Helicopters recommends the crew to familiarize themselves with the FCOM procedures during recurrent training.

What about information not included in the original issue?

Section 3	Abnormal and emergency procedures.....	will be issued with RN1 – Feb. 2015.
Section 4	Performance	Flight Manual usable.
Section 5	Mass and balance	Flight Manual usable.
Section 6	Loading.....	Specific Operators ‘data.
Section 7	Flight planning	Specific Operators ‘data.
Section 8	Configuration deviation list.....	Not applicable for helicopters.
Section 9	Minimum Equipment List	Specific Operators ‘data.
Section 10	Survival and Emergency Equipment.....	Specific Operators ‘data.



Section 11 Emerg. Evacuation Procedure..... Flight Manual usable.

Where can the FCOM be accessed?

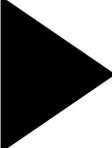
The FCOM is available through the e-Tech pub portal in PDF format. It will be periodically updated through a normal revision process to match the standard OFFSHORE evolution and of course in case of Airworthiness issue.

How much does it cost?

The EC225LP Offshore FCOM will be offered free of charge in 2015 and will be part of the EC225 delivery package. Any updates from 2016 onwards will be subject to an annual subscription.

Any additional questions?

All manual holders and users are encouraged to submit any Flight Crew Operating Manual questions and suggestion to:

<p><u>Email:</u> Support.customer-flight-ops-EC@airbus.com</p>	
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OR
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