

FLIGHT STANDARDIZATION BOARD REPORT

IAI-GALAXY

APPROVED: Richard McCleish                      DATE: April 21, 1999

Chairman, Galaxy Flight Standardization Board

COORDINATED: Gary E. Davis \_\_\_\_\_ DATE: April 21, 1999

for      Manager, AFS-200

IAI-GALAXY

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#### PURPOSE

The IAI model Galaxy Flight Standardization Board (FSB) convened in Tel Aviv, Israel on January 11, 1999 to evaluate the proposed training, checking and currency requirements for pilots qualifying in the IAI Galaxy aircraft. It was the opinion of the manufacturer, Israeli Aircraft Industries, that a new type rating be developed for the IAI Galaxy. Therefore no other models of the corporate IAI family of aircraft (Westwind/Astra) were evaluated.

#### FSB COMPOSITION

Richard McCleish	Chairman	MKC-AEG
Thomas Glista	Operations	AFS-840
Frank Gentile	Operations	FTW-FSDO

#### BACKGROUND

On July 29, 1992, Israeli Aircraft Industries, Ltd (IAI) of Tel Aviv, Israel applied for both a U.S. and Israeli Type Certificate (TC) for their new model Galaxy airplane (formerly designated as Astra IV). The model Galaxy airplane is a derivative of the IAI Model 1125 Westwind Astra and is designed to be a long range high speed airplane with a swept low wing and two aft fuselage mounted Pratt & Whitney Canada PW306A engines. It has a maximum takeoff weight of 34,850 lbs, a conventional empennage, and will be operated primarily as an executive/corporate airplane with a 9 or less passenger configuration. It can also be configured as a commuter airplane with a maximum seating capacity of 19 passengers.

#### APPLICATION OF REPORT

The guidelines set forth in the FSB report apply to:

- a) Certified Flight Instructors
- b) Airline Transport Pilots instructing in air transportation service
- c) Certificated Ground Instructors
- d) Aviation Safety Inspectors
- e) Designated Pilot Examiners
- f) FAR 121/135 Air Carrier Check Airmen and Instructors

#### TYPE RATING DETERMINATION

The evaluation for type rating determination was accomplished by members of the FSB attending an initial ground school on the GALAXY conducted by Israeli Aircraft Industries and performing all practical test requirements for an aircraft type rating as outlined in FAA-S-8081-C. There were no significant findings which would preclude an average pilot with average skills obtaining a type rating in this aircraft. The FSB determined that a new type rating, GALAXY, be established for this aircraft.

#### SPECIFIC FLIGHT CHARACTERISTICS

The Board determined that a demonstration of the pitch and roll mechanical disconnect feature is not required by the applicant during the practical test. It is also recommended that demonstrating the pitch and roll mechanical disconnect procedure should not be accomplished in the aircraft but should be reserved for the simulator. There are no specific flight characteristics associated with this aircraft that must be demonstrated during the evaluation of pilot applicants.

## FSB SPECIFICATION FOR TRAINING

### ADDITION RATING

The applicant must meet the training requirements of FAR 61.157(b)(1) and (2) or (c) for addition of the GALAXY type rating to an ATP certificate or the training required by FAR 61.63(d) for addition of the GALAXY type rating to any other grade of certificate.

### INITIAL CHECK

When a flight check is conducted for an ATP certificate or for an additional type rating to an ATP certificate, the certification flight check may simultaneously be credited for a Part 121 proficiency check, a Part 135 competency check or a Part 135 instrument-proficiency check as applicable.

RE: Air Transportation Operations Inspectors Handbook 8400.10

## FSB SPECIFICATIONS FOR CHECKING

### DIFFERENCES CHECKING

There are no variants to the GALAXY. Therefore, all checks required by FAR 121, 135 or 61 must be accomplished in make and model of aircraft or simulator.

## FSB SPECIFICATIONS FOR CURRENCY

### CURRENCY CHECKING

All currency requirements for the GALAXY are level E variants, (RE: AC 120.53 Differency levels) which require separate experience in the GALAXY aircraft. No other models of the Israeli Aircraft Industries family were evaluated by the FSB for common flight characteristics i.e. IA-JET (Westwind) or IA-1125 (Astra). Therefore, no credit is allowed for recency of experience requirements from another model to the GALAXY aircraft.

## AIRCRAFT REGULATORY COMPLIANCE

### COMPLIANCE CHECKLIST

Compliance checklists are provided as an aid to FAA Certificate Holding District Offices (CHDO) in identifying those specific rules or policies for which compliance has already been demonstrated to the FAA for a particular aircraft type, variant or variant group. The checklist also notes rules or policies which remain to be demonstrated to CHDOs by operators.

Due to prior FAR 91/135 operating experience of the Israeli fleet of aircraft, a compliance checklist for the GALAXY aircraft has not been included in this report.

### PROVING RUNS

Proving tests to satisfy FAR 121/135 requirements should be conducted in accordance with FAA Order 8400.10.

### FORWARD OBSERVERS SEAT

FAR 121 and 135 require a forward observer's seat be provided for use by the Administrator while conducting enroute inspections. There is not a specific seat in the GALAXY that will be installed and used strictly as a forward observer's seat. The Board made no assessment of any interior configurations because of the variety of interior combinations available to the customer.

### SEAT DEPENDENT TRAINING

The GALAXY was designed to allow a pilot sitting in either seat to effectively accomplish any normal, abnormal or emergency maneuver/checklist provided that person has received adequate training and practice from the left and/or right pilot seats to ensure that person's competence in accomplishing those tasks.

#### FSB SPECIFICATIONS FOR SIMULATORS AND DEVICES

FAR 61.157(g) allows an approved simulator to be used in lieu of an airplane to satisfy the requirements of FAR 61 and the Practical Test Standards. At the time the FSB was accomplished, there were no approved simulators which may be used to satisfy these requirements.

#### DESIGNATED PILOT EXAMINERS

Based on aircraft design, systems design and flight characteristics, the Board determined that at the discretion of the Principal Operations Inspector and concurrence by the appropriate Flight Standards Division Manager, a designated pilot examiner could be considered eligible for the addition of the GALAXY to their Letter of Authorization provided that person meets the following requirements:

- 1) 12.5 hours of Pilot-in-Command experience in the GALAXY aircraft and
- 2) Currently has another turbojet type rating authorization on their Letter of Authorization

The above requirements are not meant to preclude an examiner from requesting GALAXY authorization if that person meets all of the qualifications as listed in FAA Order 8700.2, General Aviation Operations Inspector's Handbook.

