

OPR - Operator

OPR - Overview

The Operator Performance Rating (OPR) is the form used by DAE Technical & Asset Management to identify the overall quality and condition of a specific operator's technical capabilities as well as determine how often that operator will need to be audited/inspected. The OPR will be completed by the technical inspector performing a surveillance visit to the customer: A Fleet Management Director, Technical Services team member or contracted inspectors.

An OPR form contains 20 different fields that relate to the operational, maintenance, condition and compliance areas for that operator. Each of the 20 fields are rated or scored using whole numbers from 0 to 5, zero being the lowest score possible and five being the highest. The total score of the OPR establishes the interval at which DAE will visit or contact that operator (see below).

A score of 90-100 requires a visit/contact every 24-36 months.

A score of 75-89 requires a visit/contact every 12-24 months.

A score of 50-74 requires a visit/contact every 6-12 months.

A score of 49 or below requires a visit/contact every 0-6 months.

An OPR is typically accomplished within the established interval range. However, DAE has the option to either perform an OPR on an operator at an interval earlier or later from the established OPR interval. When an "OPR Mission" has been issued it is mandatory to fully complete regardless of when the last OPR was done.

It is not necessary to complete an OPR for each individual plane as a single OPR covers all planes that are currently on lease to that specific operator.

Inspection Date:

Total Score:

Score is 0 to 5; 5 being the best.

Ratings 1-20		Score	Notes	Definitions for OPR Score
1	Avg. Annual Utilization for A/C Type:	5		When rating this field take into consideration the avg. annual util. of hours and cycles that are
2	Operating Environment:	5	Benign environment in most of the routes	This field is based on the environment that the A/C is exposed to the majority of its time. Example: An operator that is based and operates in a high humidity ocean air environment would score less than an operator that is based in a dry arid desert climate.
3	Experience Level of Technicians:	4	Staff hard to find in DR.	This field rates the experience of the technicians staffed/utilized by the operator.
4	Line Maintenance Facility:	4	C Checks outsourced A Checks in line	This field rates the facility that the operator carries out its C Chk and all lower Chks.
5	Heavy Maintenance Facility:	5	C Checks outsourced. MRO chosen on case by base basis	This field rates the facility that the operator carries out its Heavy Chks (Struct., D Chks).
6	Power Plant Facility:	5	NO shop visits yet for these aircraft under this operator	This field rates the facility that the operator uses for engine shop visits.
7	Component Maintenance and Records:	5		This field rates the level of EASA or FAA component tags (EASA Form One or FAA 8130-3) that are generated and filed during the day-to-day maintenance activities of the aircraft – eg. If all fitted components have, and will always have,
8	Maintenance Training/Certification:	5		This field rates the level of training and certification requirements that an operator has in place for their maint. personnel.
9	Overall Quality of Workmanship:	4		This field rates the overall quality of the work being carried out on the A/C, engines during line/heavy maint.
10	AD's- (A/C, Engines and Appliances):	5		This field rates the level that an operator has in place to ensure compliance with all AD's as well as provide an accurate status and the required substantiation data.
11	SB/Mod Level Compliance:	4		This field rates the operators process of accomplishing SB's and Mods (from doing the minimum to accomplishing over and above the required SB's/Mods, which would add additional value to the asset) as well as provide an accurate status and the required substantiation support data.
12	Tech. Records Quality:	4		This field rates the quality of the tech. records with regards to accuracy, completeness, proper storage, presentation, etc.

13	Records in English:	5		As all leases call out that records must be in English language this field rates the compliance of that requirement.
14	Maintenance Program Meets/Exceeds the MPD:	5		This field rates the content of the operators approved maint. program (MRB minimum-to over and above the MPD). It also should take into consideration the ease of which a bridge to the MPD could be done (which is always the baseline for a return or repo.).
15	C Chk Interval:	5		This field rates the interval of the C Chk/Heavy Maint. schedule using the MPD intervals as the baseline.
16	Configuration Changes (Properly Documented):	3	Failed to provide 1 ENG SB Status, Airframe SB Stauts amd minor mods. 1 minor mod foundn embodied in cabin after delivery.	When rating this field attention needs to be paid to areas such as the LOPA, Avionics, Dataplates on A/C, Engines, APU, Weights, L/G, etc. ensuring that any changes in these areas are properly documented and correct.
17	A/C Exterior Inspection:	4		This field rates the overall exterior cond. of all A/C being inspected at that operator.
18	A/C Interior Inspection:	4		This field rates the overall interior cond. of all A/C being inspected at that operator.
19	Power Plant Inspection:	4		This field rates the overall physical cond. of all engines that are being inspected at that operator.
20	Operator Cooperation During Inspections:	5		This field rates the overall cooperation that DAE received when carrying out the inspections.

Disclaimer

Any inspection of the Aircraft (or its records), or communication in respect thereof, that we have made or may make is solely for our benefit to monitor our continuing interest as Lessor / Owner / Servicer of the Aircraft. Anything contained herein (and in any attachments) pertaining to the Aircraft or Engines referred to here and including, without limitation, statements that may relate to the airworthiness, condition, maintenance, repair, overhaul, modification, alteration, or operation of the Aircraft, or regarding performance or compliance with the Lease Agreement pertaining to the Aircraft are intended to be personal communications between the Sender and the Addressee in connection with the administration of the Lease Agreement and may not be distributed, quoted or referred to any person or entity or relied upon by any person or entity for any purpose. The Sender is not qualified to express views as to the airworthiness of the Aircraft or as to any safety issues or regulatory compliance issues relating to the aircraft, and does not assume any duty or responsibility to determine whether the aircraft, or any part thereof, is airworthy, safe for operation, compliant with applicable laws, rules, regulations, certificates, licenses or airworthiness directives, or as being properly serviced and maintained.

DAE Representative

CLAUS SCHMETKAMP