

Checklist Flight Crew training programme

Operator ⁽¹⁾	Date of check	Inspector (Name/signature) ⁽²⁾	Check ref.
Purpose of check:			

⁽²⁾ By signing this checklist, I hereby confirm that, at the time of performing this activity, I did not have any conflict of interest to declare regarding the above-mentioned operator ⁽¹⁾.

OM amendment information			
Rev. No		Date	

List of non-compliances identified			
No	Ref Non-compliance	Ref OM-D	Non-compliances

List of remarks	
Ref OM-D	Remarks

Additional notes/comments:

NA = Not Applicable; C = Compliant; NC = Not Compliant; R = Remark; N/R = Not Reviewed

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
Content: Training syllabi and checking programmes					
for flight crew, all relevant items prescribed in Annex IV (Part-CAT), Annex V (Part- SPA) and ORO.FC;					
ORO.FC.146	<u>Provision of training</u> : qualification of personnel providing the training and conducting the checks.	- Check the described qualification/training requirements for personnel providing training and/or conducting the checks: - o CRM training - o UPRT training - o Line check (list of nominated commanders to be maintained (if applicable)) - o Aircraft/FSTD training - o OPC - o Ground training - o Emergency and safety equipment training - o LIFUS - For operators using an EBT programme, refer to the dedicated C/L. - Check that the list of instructors and line-check examiners are included in the FCTC programme.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.145(c) ORO.FC.145(d) ORO.FC.145(e)	<u>Provision of training</u> : use of individual FSTD - List of FSTDs used; - List of differences between FSTDs and aircraft operated, classified iaw ATA chapters and on the classification criteria of AMC1 ORO.FC.145(d); and - System to monitor and assess changes to the FSTDs.	- Check that the operator has adequately defined the criteria for the accessibility and availability of an FSTD. - Check that training and checking (except line checks) is carried out in an FSTD when available and accessible. - Check for each FSTD used, the means used by the operator to identify all the differences between the FSTD and the real aircraft. - Check that the capabilities of the FSTD listed allow the planned training to be conducted. - Check that if the operator extracts data from an FSTD that can be related to a pilot, it has established a data access and security policy.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.145(c)	<u>Provision of training: syllabi and related forms</u>	Check that the syllabi and the related forms to be used for all training and checking activities, are provided within the FCTC programme submitted.		☐ N/A ☐ C ☐ NC	

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				☐ R ☐ N/R	
ORO.FC.145(a)	<u>Training syllabi in OM:</u> All training, checking and assessment required in this Subpart shall be conducted in accordance with the training programmes and syllabi established by the operator in the operations manual;	- Check that the syllabi include the following: - when training and checking take place during the same session, the distinction between the two; - a list of the items covered; - the minimum time allocation (duration); - the means of delivery (e.g. FSTD, OTD, computer-based, VR, etc.); - the personnel providing the training and conducting the checks; - any additional details depending on the complexity of the operations (e.g. further contextualisation of the training programme, details of the airport in which some items will be covered, time allocation to brief and debrief, whether the item to be trained is a legal requirement or an SMS item, etc.) - Check that it is stated that all trainings and checking activities of the programme are based on the operator's normal, abnormal and emergency procedures.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.145(b)	<u>OSD:</u> When establishing the training programmes and syllabi, the operator shall include the relevant elements defined in the mandatory part of the OSD established in accordance with Regulation (EU) No 748/2012.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
National requirements					
ORO.FC.105(b)(2)	<u>Compliance with the national training and checking requirements published in the AIP</u>	- Check that the operator has identified any applicable national FCTC requirement (depending on routes flown, aerodromes used,...). - Check that all applicable national requirements are addressed in the FCTC programme.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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Route, area and aerodrome knowledge					
ORO.FC.105	- Operator to ensure that FC has an adequate knowledge of the route or area to be flown and of the aerodromes, including alternate aerodromes, facilities and procedures to be used. - Initial familiarisation training of the route or area to be flown and of the aerodromes, facilities and procedures to be used to be provided to the PIC/commander. - Aerodrome knowledge to be maintained by operating at least once on the aerodrome within a 12-calendar months' period. - Route or area knowledge to be maintained by operating at least once to the route or area within a 36 months' period. In addition, refresher training is required regarding route or area knowledge if not operating on a route or area for 12 months within the 36-month period. - Aerodrome familiarisation training defined based on a categorisation of the aerodromes (A, B or C).	Note: Specific criteria exist for performance class B aeroplanes. - Check how aerodrome qualifications are followed-up. - Check how route/area familiarisation training is organised - Check that route/area training - is based on an assessment of the underlying risks and threats of a route or an area; - is delivered using different methods and tools (FSTD, CBT, familiarisation flight, video training, virtual reality training, self-briefing) based on the type of risks and desired outcome. - Check the compliance of the criteria for the categorisation of aerodromes (A, B and C). - Check that specific criteria for the area familiarisation training related to helicopter operations have been taken into account: - mountain environment; - offshore environment; - complex airspace; - areas that are regularly covered by snow and are prone to white-out phenomena during the cruise or landing phase; and - other challenging areas or conditions.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CRM training					
ORO.FC.115	CRM training multi-pilot operations: general - Training facilities - Training method - Combination FC, CC and TC CRM training - Contracted CRM training - Hazards and risks identified by the management system to be addressed.	- Check that CBT is not used as a stand-alone method. - Check that the policy of the operator is to conduct CRM training in a non-operational environment (classroom and CBT) and operational environment (FSTD). - In case the OPC is conducted in an FSTD, check that it includes a line-oriented flight during which a complementary CRM assessment takes place. - Check that combined CRM training with CC/TC (if applicable) is foreseen and addresses the following: - effective communication, coordination of tasks and functions of FC, CC and TC; and - mixed multinational and cross-cultural FC, CC and		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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		TC, and their interaction. - If the operator contracts CRM training, check that operator's policy foresees the verification of the adequacy of the content of the course.			
ORO.FC.115 ORO.FC.215	CRM training multi-pilot operations: Initial training	- Check the content of the initial CRM training syllabus (see table 1 of para (g) of AMC1 ORO.FC.115). - Check that the duration is specified and adequate. - Check that for pilots relieving the CMD (if applicable), it foresees an initial CRM training including the CRM training elements of the command course specified in point (g) of AMC1 ORO.FC.115.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.115	CRM training multi-pilot operations: Conversion course	- Check content of the conversion course CRM training syllabus (see table 1 of para (g) of AMC1 ORO.FC.115). - Check that the duration is specified and adequate.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.115	CRM training multi-pilot operations: Annual recurrent training	- Check content of the annual recurrent CRM training syllabus and in particular that it covers all the elements of table 1 of para (g) of AMC1 ORO.FC.115 over a period not exceeding 3 Y.. - Check that the duration is specified and adequate. - Check that the operator updates its CRM training programme at a frequency not exceeding 3Y.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.115	CRM training multi-pilot operations: Command course	- Check content of the command course CRM training syllabus (see table 1 of para (g) of AMC1 ORO.FC.115). - Check that the duration is specified and adequate.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.115	CRM training multi-pilot operations: CRM skills assessment	- Check that a methodology has been established, including the required CRM standards and terminology used. - Check the consistency of the methodology with the forms used to conduct this assessment (e.g. line check form) - Check that it is based on an adequate grading system.		☐ N/A ☐ C ☐ NC	

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		- Check that it foresees the use of de-identified summaries of all CRM assessments to improve the CRM training system. - Check that a training on the defined methodology is foreseen for the staff conducting assessment of CRM skills (e.g. line checkers) - Check that a procedure has been established covering cases when a FC does not achieve or maintain the required CRM standards.		☐ R ☐ N/R	
ORO.FC.115	CRM training single-pilot operations: Training elements	- For SP helicopter operations with technical crew, check that the conditions of AMC1 ORO.FC.115 have been transposed. - For other SP operations, check that it includes the elements of table 1 of para (g) of AMC1 ORO.FC.115), relevant for SP operations. - For all operations, check that the items relevant for SP operations are addressed in the training programmes. - In case of virtual classroom training, check that the criteria of AMC2 ORO.FC.115 are met.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.146	Flight crew CRM trainers: Qualification of FC CRM trainer Prerequisites Additional criteria	- Check that the prerequisites include at least the following: - o adequate knowledge of human performance and limitations (HPL), whilst: ▪ having obtained a CPL; or ▪ having followed a theoretical HPL course covering the whole syllabus of the HPL examination; - o completion of FC initial operator's CRM training; - o training in group facilitation skills; except for instructors holding a certificate in accordance with Commission Regulation (EU) No 1178/2011. - Check that the following additional criteria are included: - o adequate knowledge of the relevant flight operations at one operator; ▪ Knowledge to be assessed by the operator in accordance with a method described in the OM; ▪ Training to be provided by the operator if the trainer has not the relevant knowledge. - o Initial CRM training of the operator; - o Assessed by that operator (see criteria later) and - o If CRM trainer at an operator, adequate knowledge of the relevant flight operations at that operator (refer to evaluation criteria above); or		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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		- Part of a team of trainers (i.e. supported by a training assistant, under the following conditions: - Training assistant received initial/refresher trainings - Training assistant is an instructor or has experience in ground training; - Training sessions to be prepared/provided jointly, but the responsibility remains with the trainer.			
ORO.FC.146(c)	<u>Flight crew CRM trainers: Training</u> - Initial - Refresher	- Check that the FC CRM trainer training programme is described in the OM and includes theoretical and practical parts: - Initial training: - introduction to CRM training and competencies for CRM trainers - hazards and risks identified by the operator's management system - characteristics of the FC CRM training and its integration into line operations - Refresher training: - Group facilitation skills including team dynamics, moderation skills and use of questions - Course preparation, defining objectives and selecting methods to best convey knowledge (e.g. lecture, group work, case analysis, gamification, scenario-based training, individual research) (Safety culture and management systems - An example of an analysis of CRM factors in an accident or serious incident. - New developments or research in human factors and CRM - TEM principles and their practical implementation in normal operations.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.146(f)	<u>Flight crew CRM trainers: Assessment</u>	- Check that the methodology to conduct the assessment of FC CRM trainers is described in the OM and adequate. - Check that assessments of FC CRM trainers are conducted by FC CRM trainers with a minimum of 3Y experience.		☐ N/A ☐ C ☐ NC ☐ R	

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				☐ N/R	
ORO.FC.146(b)	<u>Flight crew CRM trainers:</u> Validity, recency and renewal of qualification.	- Check that the qualification has a validity of 3Y - Check that the renewal of the qualification is based on the following criteria: - o at least 3 CRM training events within the 3 Y validity period - o Assessed within the last 12 M of the 3-Y validity period by the operator - o CRM refresher training received within the 3 Y validity period.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Conversion training and checking					
ORO.FC.120 ORO.FC.220	<u>- Content of the conversion course training programme</u>	- Check the content of the conversion training programme, iaw AMC1: - o Ground training - o Emergency and safety equipment training - o CRM training - o Security training (see also AMC1 ORO.GEN.110(a)) - Note: post-flight concerns for crew should be addressed as well. - o Flight training and checking - o LIFUS and Line check - o First-aid training if the FC has not previously completed an operator's conversion course, and if applicable ditching procedures training - o Training for operations where no CC is required (if applicable) - o UPRT training - o Training on flight path management during unreliable airspeed indication and other failures at high altitude (A/C with a cruising altitude above FL 300). - Check that it foresees: - o the conduct of the OPC and emergency and safety equipment training before commencing the LIFUS; - o The completion of a line check at the end of the LIFUS. - Check, if applicable, the operator's policy regarding the crediting of trainings received in another operator (For example, CRM training and procedures' training may not be		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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		credited). - Check the operator's policy regarding the assignment of flight duties on another type or class of aircraft before the completion of the conversion course. - Check the operator's specific process for conversion course for a new AOC or when adding a new aircraft type. - Check that conversion training from SP to MP helicopter (and vice-versa) takes into account: - o the SOPs of the operator; - o the flight crew member's previous trainings and experience.			
ORO.FC.220(f)	<u>Specific conversion course for line checkers</u>	- Check the criteria defined by the operator for the use of such procedure (e.g. start of operations). - Check that the conversion training includes training on: - o normal procedures, which include flight planning and ground-handling and flight operations, including performance, mass and balance, fuel schemes, selection of alternates, and ground de-icing/anti-icing; - o abnormal and emergency procedures, which include pilot incapacitation as applicable. - Check the limitations defined by the operator for these line-checkers: - o 6 M validity - o No duties at the controls of the aircraft - o Line checks of pilots with non-expired LC.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.220 CAT.OP.MPA.295 CAT.IDE.A.345	<u>Ground training syllabus</u>	- Check that the duration of the training is defined and adequate - Check the adequacy of the facilities and audio, mechanical and visual aids used and the related supervision (if applicable). - Check the ground training syllabus: - o Aircraft systems (incl. datalink, transponder, ACAS and TAWS) - o Normal, abnormal and emergency procedures (incl. flight without ADF, if applicable) - o Relevant samples of accidents/incidents and occurrences. - Check that the ground training syllabus addresses specifically CFIT accidents (see GM1 CAT.OP.MPA.190) - Check that formal tests are foreseen - Check that it includes de-identified feedback from the		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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		management system, including occurrence reporting and flight data monitoring programmes.			
ORO.GEN.110(a)	<u>Security training</u>	- Check that the duration of the training is defined and adequate - Check the security training syllabus: - o determination of the seriousness of the occurrence; - o crew communication and coordination; - o appropriate self-defence responses; - o use of non-lethal protective devices assigned to crew members whose use is authorised by the Member State; - o understanding of behaviour of terrorists so as to facilitate the ability of crew members to cope with hijacker behaviour and passenger responses; - o in case where CC are required, live situational training exercises regarding various threat conditions; - o FC compartment procedures to protect the aircraft; - o aircraft search procedures, in accordance with Regulation (EC) No 300/2008, including identification of prohibited articles; - o post flight concerns for the crew; and - o guidance on the least risk bomb locations.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.220	<u>Emergency and safety equipment training and checking</u>	- Check that the duration of the training is defined and adequate - Check that it foresees a training in conjunction with CC/TC. - Check the training syllabus: - o First-aid - o Aero-medical topics - o Effect of smoke in an enclosed area and actual use of all relevant equipment in a simulated smoke-filled environment - o Actual fire-fighting - o Operational procedures of security, rescue and emergency services - o Survival information appropriate to their areas of operations and training on the use of required survival equipment. - o Comprehensive drill to cover all ditching procedures where flotation equipment is carried - o Instruction on the location of emergency and safety equipment, correct use of all appropriate drills, and		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
		procedures that could be required of flight crew in different emergency situations.			
ORO.FC.220	<u>Flight training:</u>	- Check the syllabus which should allow the thorough familiarisation of the FC with all aspects of limitations and normal, abnormal and emergency procedures associated with the aircraft. - Check that the planned training includes at least 3 T-O and landings in the aircraft, unless the type rating training programme has been carried out in an FSTD usable for ZFTT. - Check that it includes training on the use of the CDFA technique.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.220	<u>Operator proficiency check (OPC)</u>	- Check that for aeroplanes: - o OPCs part of OCC are conducted iaw AMC1 ORO.FC.230 (OPCs part of recurrent training). - o For EBT, it includes either an EBT module in accordance with ORO.FC.231 or an OPC in accordance with AMC1 ORO.FC.230. - Check that for helicopters, OPCs include all the items of para (e)(2) and (e)(3) of AMC1 ORO.FC.220 as applicable and pilots are assessed on their CRM skills in accordance with the defined methodology. - Check that the OPC takes place at the end of the conversion training programme.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.220	<u>LIFUS</u>	- Check the criteria defined for the determination of the minimum FH/sectors include: - o previous experience of the FC member; - o complexity of the aircraft; and - o the type and area of operation; - o For perfo class B aeroplane, the complexity of the operations. - Check the adequacy of the minimum flight sectors/FH defined in the OM.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.220	<u>Training for operations where no CC is required</u>	-- Check that the duration of the training is defined and adequate - Check the syllabus of the training: - o Passenger handling (incl. recognition and management of passengers under the influence of alcohol or drugs, passengers' motivation and crew control in case of evacuation, seat allocation with ref to mass and balance); - o Discipline and responsibilities; - o Passenger briefing/safety demonstration.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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ORO.FC.220	<u>UPRT (upset prevention training)</u>	- Check that the duration of the training is defined and adequate - Check syllabus of the upset prevention training against table 1 of AMC1 ORO.FC.220&230 - Check that it consists of ground training and flight training in an FSTD or an aeroplane.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.120	<u>Training on flight path management during unreliable airspeed indication and other failures at high altitude (A/C with a cruising altitude above FL 300)</u>	- Check that the duration of the training is defined and adequate - Check the training syllabus against the table of AMC1 ORO.FC.120&130		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.220	<u>Line check</u>	- Check that it includes the assessment of CRM skills		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Differences training, familiarisation, equipment and procedure training					
ORO.FC.125	- Differences training or familiarisation to be completed when required by Annex I (Part- FCL) to Regulation (EU) No 1178/2011. - Equipment and procedure training required when changing equipment or changing procedures requiring additional knowledge on types or variants currently operated. - Conditions for which difference training or familiarisation training are necessary to be defined.	- Check that the operator has clearly defined when differences training or familiarisation training is necessary: - o Differences training for a new variant for helicopters, a new variant or new type of the same class for aeroplanes - o Familiarisation training for a new helicopter/aeroplane of the same type. - Check that the operator has used the concept of ODRs and the methodology of AMC1 ORO.FC.140(a) when defining the need for such training.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Recurrent training and checking					
ORO.FC. 130 ORO.FC.230 ORO.FC.145(g)	<u>Training programme</u>	- Check the content of the recurrent training programme: - o Ground training - o Security training (every 3 Y) (see AMC1 ORO.GEN.110(a))		☐ N/A ☐ C	

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		Note: post-flight concerns for crew should be addressed as well; - Flight crew incapacitation training (if an FSTD is available, practical training in FSTD at intervals not exceeding 3Y) - Emergency and safety equipment training - CRM training (see table 1 of ORO.FC.115) - Aircraft/FSTD training - OPC - Line check - UPRT training - Training on flight path management during unreliable airspeed indication and other failures at high altitude (A/C with a cruising altitude above FL 300)(every 12 M with all elements of AMC1 ORO.FC.120&130 covered in 3Y). - Check the defined validity of the different training and checking activities and the provisions when it is completed within or before the last 3 months.		☐ NC ☐ R ☐ N/R	
ORO.FC.230 CAT.OP.MPA.295 CAT.IDE.A.345	<u>Ground training</u>	- Check that the duration of the training is defined and adequate - Check the ground training syllabus: - Aircraft systems (incl. datalink, transponder, ACAS and TAWS) - normal procedures, which include flight planning and ground-handling and flight operations, including performance, mass and balance, fuel schemes, selection of alternates, and ground de-icing/anti-icing; - abnormal and emergency procedures, which include pilot incapacitation as applicable - review of relevant samples of accident/incident and occurrences - Check that the ground training syllabus addresses specifically CFIT accidents (see GM1 CAT.OP.MPA.190) - Check that knowledge of the ground training is verified by a questionnaire or other suitable methods		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.GEN.110(a)	<u>Security training (every 3Y)</u>	- Check that the duration of the training is defined and adequate - Check the security training syllabus: determination of the seriousness of the occurrence;		☐ N/A ☐ C	

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		- crew communication and coordination; - appropriate self-defence responses; - use of non-lethal protective devices assigned to crew members whose use is authorised by the Member State; - understanding of behaviour of terrorists so as to facilitate the ability of crew members to cope with hijacker behaviour and passenger responses; - in case where CC are required, live situational training exercises regarding various threat conditions; - FC compartment procedures to protect the aircraft; - aircraft search procedures, in accordance with Regulation (EC) No 300/2008, including identification of prohibited articles; - post flight concerns for the crew; and - guidance on the least risk bomb locations. - Check that the specific requirements of Reg. 2015-1998 (as last amended) have been taken into account and in particular the required security awareness training (chap. 11).		☐ NC ☐ R ☐ N/R	
ORO.FC.230	<u>Flight crew incapacitation training</u>	- Check that the duration of the training is defined and adequate - Check the content of the training covering the operator's procedure to recognise and handle flight crew incapacitation. - Check the adequacy of the training means - Check that every 3Y practical training is carried out in an FSTD (if available).		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.230	<u>Emergency and safety equipment training and checking</u>	- Check that it is conducted in an aircraft or a suitable alternative training device. - Check the content of the training: - actual donning of a life-jacket, where fitted; - actual donning of PBE, where fitted; - actual handling of fire extinguishers of the type used; - instruction on the location and use of all emergency and safety equipment carried on the aircraft; - instruction on the location and use of all types of exits; - security procedures		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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		<u>Every 3 Y</u> - actual operation of all types of exits; - demonstration of the method used to operate a slide where fitted; - actual fire-fighting using equipment representative of that carried in the aircraft on an actual or simulated fire; - the effects of smoke in an enclosed area and actual use of all relevant equipment in a simulated smoke-filled environment; - actual handling of pyrotechnics, real or simulated, where applicable; - demonstration in the use of the life-rafts where fitted - first-aid, appropriate to the aircraft type, the kind of operation and crew complement - Check that joint practice or combined training with CC are foreseen. - Check that a check is conducted covering all the items part of the training.			
ORO.FC.230	<u>Aircraft/FSTD training</u>	- Check that programme of the aircraft/FSTD training allows to ensure that all major failures of aircraft systems and associated procedures to be covered within 3Y. - Check that it includes training on the use of the CDFA technique. - Check that the recurrent aircraft/FSTD training of a single task or manoeuvre is separated from, and does not take place at the same time as, an OPC of the item. - Check for helicopters that: - If the operator plans to use the aircraft for this training, it has demonstrated on the basis of a compliance and risk assessment, that it provides equivalent standards of training with safety levels similar to those achieved using an FSTD. - Where a suitable FSTD is available and accessible, it is used to complete the following additional items: - settling with power and vortex ring; - unanticipated yaw (loss of tail rotor effectiveness).		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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ORO.FC.230	<u>OPC (aeroplanes)</u>	- Check that OPCs take place as part of the normal crew complement and include: - o rejected take-off when an FSTD is available to represent that specific aeroplane, otherwise touch drills only; - o take-off with engine failure between V1 and V2 (take-off safety speed) or, if carried out in an aeroplane, at a safe speed above V2; - o 3D approach operation to minima with, in the case of multi-engine aeroplanes, one-engine-inoperative; - o 2D approach operation to minima; - o at least one of the 3D or 2D approach operations should be an RNP APCH or RNP AR APCH operation; - o missed approach on instruments from minima with, in the case of multi-engined aeroplanes, one-engine-inoperative; - o landing with one-engine-inoperative. For single-engine aeroplanes a practice forced landing is required. - Check that other than precision approaches includes (or not) the use of CDFA (depending of the operator's policy).		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.230	<u>OPC (helicopters): general</u>	- Check that: - o OPCs are conducted with two qualified pilots in MP operations, and one qualified pilot in SP operations. - o A pilot flying both SP and MP operations is checked in MP conditions with the essential malfunctions or manoeuvres below being also checked in the SP role: ▪ at least two abnormal or emergency manoeuvres relevant to the type based on a risk assessment; ▪ one instrument approach for IFR operations. - Check that FC are assessed on their CRM skills in accordance with the defined methodology. - Check that if the operator wants to alternate the use of FSTD and aircraft, it has demonstrated, on the basis of a compliance and risk assessment, that it provides equivalent standards of checking with safety levels similar to those achieved using an FSTD.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
ORO.FC.230	OPC (helicopters): programme	- Check that the OPC programme allows all major failures of aircraft systems and associated procedures to be checked in the preceding 3-year period. - Check that the operator has defined which failures are major for the purpose of the OPC based on the following: - o cautions or warnings associated with the failure - o criticality of the situation or failure; - o outcome of the procedure (land immediately or as soon as possible as opposed to land as soon as practical); - o when available, manufacturer documentation; and - o list of abnormal/emergency procedures described in point (e)(1) of AMC1 ORO.FC.220. - Check that for single engine helicopters, OPCs include additionally: - o engine failure; - o directional control failures and malfunctions; and - o hydraulic failure as applicable. - Check that when a group of single-engine turbine or single-engine piston helicopter types is defined for the purpose of extending the validity of the OPC, all major system failures are nevertheless checked on every type within a 3-year cycle unless credits related to the training, checking and recent experience requirements are defined in the OSD. - Check that additionally for IFR operations, OPCs include: - o 3D approach operation to minima; - o go-around on instruments; - o 2D approach operation to minima; Note: if relevant, at least one of the 3D or 2D approach operations should be an RNP APCH or RNP AR APCH operation; - o in the case of multi-engined helicopters, a simulated failure of one engine to be included in either the 3D or 2D approach operation to minima; - o where appropriate to the helicopter type, approach with flight control system/flight director system malfunctions, flight instrument and navigation equipment failures.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
ORO.FC.230	<u>Line check</u>	- Check the defined criteria for the selection of the route - Check that it includes the assessment of CRM skills in accordance with the defined methodology: - o CRM assessment to be solely based on observations made during the initial briefing, cabin briefing, FC compartment briefing and those phases where the line checker occupies the observer's seat. - o If a suitable FSTD is available and accessible for OPC or FSTD training, a complementary CRM assessment should take place (LOFT or line-oriented section of the OPC). - Check that pilots are checked PF and PM, when such duties are assigned (one sector PF and one sector PM) - Check that it is foreseen that the line checker occupies an observer seat (or a forward-facing passenger seat allowing a good view). If not possible, the line checked might occupy a pilot seat.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.230	<u>UPRT training (upset prevention and recovery training)</u>	- Check that the duration of the training is defined and adequate <u>Upset prevention</u> - Check syllabus of upset prevention training against table 1 of AMC1 ORO.FC.220&230 (items to be covered in 3Y) - Check that it consists of ground training and flight training in an FSTD or an aeroplane. <u>Upset recovery:</u> - Check syllabus of upset recovery training against table 2 of AMC1 ORO.FC.220&230 (items to be covered in 3Y) - Check that it consists of ground training and flight training in an FFS qualified in accordance with the special evaluation requirements set out in CS-FSTD(A) (Issue 2 or later). - Check that it is foreseen that upset recovery training is conducted from each seat in which a pilot's duty require him to operate.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.130	<u>Training on flight path management during unreliable airspeed indication and other failures at high altitude</u>	- Check that the duration of the training is defined and adequate - Check the training syllabus against the table of AMC1 ORO.FC.120&130 (items to be covered in 3Y)		☐ N/A ☐ C ☐ NC ☐ R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
				☐ N/R	
Pilot qualification to operate in either pilot's seat					
ORO.FC.135 ORO.FC.235(a)(c)(d)	<u>Qualifications to operate in either pilot's seat (aeroplanes)</u>	- Check that validity is limited to 12 months (for EBT refer to the EBT C/L). - Check that it includes any safety-critical items as specified in the OM where the action to be taken by the pilot is different depending on which seat they occupy. Note: The checking may be conducted together with the operator proficiency check. - Check that when operating in the co-pilot's seat, the checks required by ORO.FC.230 or the assessment and training required by ORO.FC.231 for operating in the commander's seat shall, in addition, be valid and current.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.236	<u>Qualification to operate in either pilot's seat (helicopters)</u>	- Check that validity is limited to 12 months. <u>Note:</u> Current FIs or TRIs on the relevant type having had a FI or TRI activity in the last 6 months on that type and on the helicopter are considered to meet the qualification requirement. - Check that the following criteria are included: ○ OPC from LH/RH seats on alternate OPC, or ○ If 2 consecutive OPCS from same seat, the following should be completed from the other seat: ▪ an engine failure during take-off; ▪ a one-engine-inoperative approach and go-around; and ▪ a one-engine-inoperative landing; For SP, an autorotation should be completed from the other seat.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.235(b)	<u>Syllabus of the training (aeroplanes)</u>	- Check that the duration of the training is defined and adequate - Check the training syllabus content: ○ an engine failure during take-off; ○ a one-engine-inoperative approach and go-around; and ○ a one-engine-inoperative landing.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
ORO.FC.235(e)(f)	<u>Practice of drills and procedures (aeroplanes)</u>	- Check that the operator has adequately defined when the practice of drills and procedures is to be demonstrated.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.236	<u>Syllabus of the training (helicopters):</u> 1. The operator should either conduct a check every year or alternate training and checking every year. The training and checking may take place during or together with an OPC or an aircraft/FSTD training session. 2. When engine-out manoeuvres are carried out in an aircraft, the engine failure should be simulated. 3. Helicopter pilots should meet one of the following criteria: ▪ complete their operator proficiency checks from left- and right-hand seats, on alternate proficiency checks; or ▪ for multi-engined helicopters, if two consecutive operator proficiency checks are conducted from the same seat, the pilot should complete at least the following from the other pilot's seat: i. an engine failure during take-off; ii. a one-engine-inoperative approach and go-around; and iii. a one-engine-inoperative landing; ▪ for single-engined helicopters, if two consecutive operator proficiency checks are conducted from the same seat, the pilot should complete at least one autorotation training or checking from the other pilot's seat.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Command course					
ORO.FC.205	<u>Content of the training</u>	- Check the general content of the command course: ○ FSTD training ○ OPC, operating as a commander ○ Command responsibilities training ○ Line training as commander under supervision ○ Line check ○ CRM training - Check that the duration of each training item is defined and adequate - Check that for helicopters, when transitioning to a new type		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
		when upgrading to commander: ○ A conversion course is included ○ Additional flight sectors are planned.			
ORO.FC.205	<u>FSTD training</u>	- Check that the defined content of the FSTD training includes LOFT and/or flight training		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.205	<u>Line training as commander under supervision</u>	- Check that the minimum duration is 10 sectors for aeroplanes and 10 FH for helicopters, including at least 10 sectors.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.FC.205	<u>Line check</u>	- Check that the LC includes the verification of the adequate knowledge of the route or area to be flown and of the aerodromes, including alternate aerodromes, facilities and procedures to be used. - Check that it includes the assessment of CRM skills		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Single-pilot operations under IFR or at night					
ORO.FC.202	<u>Conditions for SP operations under IFR or at night.</u>	- Check the required minimum experience and recent experience: ○ Aeroplane in IFR: ▪ 50 FH in IFR on relevant type (incl. 10 FH as commander) ▪ Within preceding 90 days, 5 IFR flights incl. 3 instrument approaches in SP role, or an IFR instrument approach check. ○ Aeroplane at night: ▪ 15 FH at night (may be included in the 50 FH above) ▪ Within preceding 90 days, 3 T-O and LDG at night in SP role or A night T-O and landing		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
		- check. ○ Helicopter in IFR: ▪ 25 FH IFR in relevant operational environment ▪ 25 FH as SP on specific type, including 5 sectors of IFR LIFUS using SP procedures ▪ Within preceding 90 days, 5 IFR flights as SP, incl. 3 instrument approaches or an IFR instrument check as SP on relevant type, FSTD or FFS.			
ORO.FC.202	<u>Training syllabus</u>	- Check that the duration of the training is defined and adequate - Check the training content included in the conversion course and recurrent training programmes: ○ engine management and emergency handling; ○ use of normal, abnormal and emergency checklist; ○ air traffic control (ATC) communication; ○ departure and approach procedures; ○ autopilot management, if applicable; ○ use of simplified in-flight documentation; ○ single-pilot crew resource management.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
EFVS 200 training					
CAT.OP.MPA.312(a) (3)	<u>Initial training</u>	- Check that it includes: • A ground training course • An aircraft/FSTD training course in 2 phases ○ EFVS 200 operations with aircraft and all equipment serviceable ○ EFVS 200 operations with aircraft and equipment failures and degradations In accordance with AMC1 to CAT.OP.MPA.312(a)(3). <u>Note:</u> FSTD training should be performed as PF and PM is the pilot is to be authorised for both operating capacity.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.312(a) (3)	<u>Recurrent training and checking</u>	- Check that it includes: • every 6 months the performance of at least two approaches on each type of aircraft operated; and • at each required OPC the performance of at least two approaches on each type of aircraft operated, of which one should be flown without natural vision to 200 ft.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
CAT.OP.MPA.312(a) (3)	<u>Recent experience</u>	- Check that it includes a minimum of four approaches using the operator's procedures for EFVS 200 operations during the validity period of the OPC unless credits related to currency are defined in the OSD.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.312(a) (3)	<u>Differences training</u>	- Check the conditions for the provision of a differences training and the content of the training.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
120-180 mn non-ETOPS operations (see dedicated check-list)					
Operation on more than one type or variant (see dedicated check-list)					
ATQP (see dedicated check-list)					
MNPS (see dedicated check-list)					
RVSM (see dedicated check-list)					
LVO (see dedicated check-list)					
ETOPS (see dedicated check-list)					
PBN (see dedicated check-list)					
SET-IMC (see dedicated check-list)					
EFB (see dedicated check-list)					
DG training (see dedicated check-list)					
EBT (see dedicated check-lists)					