

Procedure	Brunei DCA	
	Flight Operations Section	
	Section 3 – AOC Oversight	
	Revision No: 07	Date: 01 October 2026
OPS 310(D)	Procedure Owner: Head of Flight Operations Section	

**APPLICATION FOR AN AIR OPERATORS CERTIFICATE
OPERATIONS MANUAL (PART D)
GUIDANCE AND COMPLIANCE CHECKLIST**

The following pages have been written and produced for guidance to be used by the applicant when producing an Operations Manual (Part C), in accordance with the provisions of ORO.AOC.100 and ORO.MLR.100, to be submitted to the Brunei Department of Civil Aviation for acceptance/approval.

The compliance statement will guide the applicant through the structure of the operations manual in accordance with AMC3 ORO.MLR.100.

It includes the applicable BAR Implementing Rules (IR), Acceptable Means of Compliance (AMC) and Guidance Material (GM) that should be considered when writing the operations manual.

If the operator also intends to conduct Part-NCC and/or Part-SPO operations under the provisions of this operations manual, additional regulations may apply. The operator should ensure that these regulations are incorporated into the operations manual.

If the applicant wishes to deviate in any way to the AMC, they will need to apply to the Brunei DCA for an Alternative Means of Compliance (AltMoc). For additional information regarding the AltMoc process, please refer to Brunei DCA Form OPS403A.

The completed statement should be sent with the proposed operations manual to flightops.regulatory@dca.gov.bn

AOC No:		The Compliance Statement should be completed for each individual part of the Operations Manual. The completed statement should be sent to flightops.regulatory@dca.gov.bn
Operations Manual (OM) Date:		
(OM) Issue No:		
(OM) Revision No:		
For DCA use only		
Brunei DCA Inspector Name:	Brunei DCA Signature:	Date:
Satisfactory and Compliant with the relevant requirements		YES / NO

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OPERATIONS MANUAL – Part D

PA = Prior Approval; A = Applicable, NA = Not Applicable; Reference – OM reference; C = Compliant, NC = Not Compliant

Item N°	Reference	Item	A/NA	OM Reference	Compliance Criteria	C/NC	DCA Remarks
GENERAL / ADMINISTRATIVE CHECKS							
1	ORO.MLR.100	The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written.					
2	ORO.MLR.100	The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.					
0 ADMINISTRATION AND CONTROL OF OPERATIONS MANUAL							
3	AMC3 ORO.MLR.100 ORO.GEN.110 (a) ORO.MLR.100	0.1 Introduction (a) A statement that the manual complies with all applicable regulations and with the terms and conditions of the applicable Air Operator Certificate.			The content of the OM shall reflect the requirements set out in this Part, in Annex IV (Part-CAT), Annex V (Part-SPA), Annex VI (Part-NCC), Annex VIII (Part-SPO) and Annex IX (Part-IAM), as applicable, and shall not contravene the conditions contained in the operations specifications to the air operator certificate (AOC), the SPO authorisation or the declaration and the list of specific approvals, as applicable.		
4	AMC3 ORO.MLR.100 ORO.GEN.110 (b)	(b) A statement that the manual contains operational instructions that are to be complied with by the relevant personnel.			Every flight shall be conducted in accordance with the provision of the ops manual.		
5	AMC3 ORO.MLR.100 ORO.MLR.101	(c) A list and brief description of the various parts, their contents, applicability and use.			The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.		
6	AMC3 ORO.MLR.100 (d)	Explanations and definitions of terms and words needed for the use of the manual. Definitions to be checked according BAR 6 Part DEF					
7	AMC3 ORO.MLR.100 ORO.MLR.100	0.2 System of amendment and revision (a) Details of the person(s) responsible for the issuance and insertion of amendments and revisions.			For amendments required to be notified in accordance with ORO.GEN.115(b) and ORO.GEN.130(c), the operator shall supply the competent authority with intended amendments in advance of the effective date; and For amendments to procedures associated with prior approval items in accordance with ORO.GEN.130, approval shall be obtained before the amendment becomes effective. When immediate amendments or revisions are required in the interest of safety, they may be published and applied immediately, provided that any approval required has been applied for.		
8	AMC3 ORO.MLR.100	(b) A record of amendments and revisions with insertion					

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	ORO.MLR.100	dates and effective dates. The operator shall incorporate all amendments and revisions required by the Brunei DCA					
9	AMC3 ORO.MLR.100 ORO.MLR.100	(c) A statement that handwritten amendments and revisions are not permitted except in situations requiring immediate amendment or revision in the interest of safety.					
10	AMC3 ORO.MLR.100 ORO.MLR.100	(d) A description of the system for the annotation of pages and their effective dates.					
11	AMC3 ORO.MLR.100 ORO.MLR.100	(e) A list of effective pages or paragraphs.					
12	AMC3 ORO.MLR.100 ORO.MLR.100	(f) Annotation of changes (in the text and, as far as practicable, on charts and diagrams). The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties.					
13	AMC3 ORO.MLR.100 ORO.MLR.100 AMC1 ORO.MLR.100 (g) Temporary revisions.	AMC3 ORO.MLR.100 ORO.MLR.100 AMC1 ORO.MLR.100 (g) Temporary revisions.			The operator should describe the conditions for temporary revisions including any other information as per applicable FODs.		
14	AMC3 ORO.MLR.100 ORO.AOC.150	(h) A description of the distribution system for the manuals, amendments and revisions. The operator shall be capable of distributing operational instructions and other information without delay. ORO.MLR.100 All operations personnel shall have easy access to the portions of the OM that are relevant to their duties. The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties. Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up to date with the amendments or revisions supplied by the operator.					
1 DESCRIPTION OF SCOPE							
15	AMC3 ORO.MLR.100	Description of scope			Training syllabi and checking programmes for all operations personnel assigned to operational duties in connection with the preparation and/or conduct of a flight.		
2 TRAINING SYLLABI & CHECKING PROGRAMMES 2.1 FLIGHT CREW							

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16	ORO.FC.145 (a)	Provision of training, checking and assessment			Training shall be conducted in accordance with the training programmes and syllabi established by the operator in the OM. Note: No crediting can be given to operator specific training and checking that was provided by a TCO if no Bilateral Aviation Safety Agreement (BASA) or delegated act exists that is catering for such acceptance or crediting		
17	AMC1 ORO.FC.145 (a)	Provision of training, checking and assessment - training and Checking Programmes and Syllabi			(a) Training and checking programmes and syllabi should include as a minimum: (1) when training and checking take place during the same session, the distinction between the two; (2) a list of the items covered; (3) the minimum time allocation (duration); (4) the means of delivery (e.g. FSTD, OTD, computer-based, VR, etc.); (5) the personnel providing the training and conducting the checks. (b) Further details on the training and checking programmes and syllabi should be included in the operations manual 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.).		
18	GM1 ORO.FC.145 (a)	Provision of training, checking and assessment – training and Checking Programmes and Syllabi The syllabus lists the topics to be covered in a training and checking programme. A syllabus may include: - the personnel providing the training and conducting the checks; - a description of the content; - the means of delivery (e.g. FSTD, aircraft, OTD, (virtual) classroom, computer-based training, VR, etc.); - the minimum time allocation (duration); - the prerequisites to be fulfilled before starting the training or checking; - the standard of performance; - the training objectives; - a reference to training/checking material; - the checking requirements, if any; - when training and checking is combined, the distinction between trained and checked items.					
19	ORO.FC.145(b)	Provision of training, checking and assessment - Changes to FSTD			When establishing the training programmes and syllabi, the operator shall include the relevant elements defined in the mandatory elements for the relevant type that are provided in the operational suitability data		
20	AMC1 ORO.FC.145(b)	Provision of training, checking and assessment – Non-Mandatory elements			When establishing the training programmes and syllabi, the operator should include the non-mandatory (recommendation) elements for the relevant type that are provided in the operational suitability data.		
21	ORO.FC.145(c)	Provision of training, checking and assessment - Changes to FSTD			For both CAT operations with airplanes and helicopters and IAM operations with VCA, the training and checking programmes, including the syllabi and means to deliver the programme such as individual flight simulation training devices (FSTDs) and other training solutions, shall be approved by the Brunei DCA.		

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22	GM1 ORO.FC.220(f) ORO.FC.145 (c)	Operator conversion training and checking - Specific Conversion Course to be Used Temporarily for a Limited Number of Pilots - New AOC or Addition of a New Aircraft Type or Class to the Fleet			For a new AOC or for the addition of a new aircraft type or class to the fleet, the operator may contact the Brunei DCA to agree on a specific conversion course to be included in the operations manual (CAT requires approval in accordance with ORO.FC.145 point (c)) to be used temporarily for a limited number of pilots. The specific course may include an agreement on the minimum experience of the pilots, the required experience of the line supervisor and line checkers amongst others.		
23	ORO.FC.145 (d)	Provision of training, checking and assessment – Changes to FSTD			The FSTD used to meet the requirements of this Subpart shall be qualified in accordance with BAR 1 and it shall replicate the aircraft used by the operator, as far as practicable. Differences between the FSTD and the aircraft shall be described and addressed through a briefing or training, as appropriate.		
24	AMC2 ORO.FC.145 (d)	Provision of training, checking and assessment – FSTDs			(a) Before the operator extracts the data from an FSTD that can be related to a pilot, it should develop a data access and security policy. (b) 'Availability' and 'accessibility' of FSTD used in this Subpart. (1) 'Available FSTD' refers to any flight simulation training device (FSTD) that is vacant for use by the FSTD operator or by the customers irrespective of any time consideration. (2) 'Accessible' refers to a device that can be used by the operator to conduct training or checking pertaining to this Subpart, and by the nominated person conducting the training or checking. More information on these definitions can be found in Part-FCL of BAR 1.		
25	GM1 ORO.FC.145 (d)	Provision of training, checking and assessment – Confidentiality and Protection of Training Data in Commercial Air Transport			(a) Without prejudice to applicable national legislation on the protection of individuals with regard to the processing of personal data, for the training conducted in accordance with ORO.FC.145 the operator may have a training data access and security policy (including the procedure to prevent disclosure of crew identity). (b) If the operator decides to have such a policy, it should: (1) be agreed by all parties involved (airline management and flight crew member representatives nominated either by the union or the flight crew themselves); (2) be in line with the organisation's safety policy in order to not make available or to not make use of the training data to attribute blame or liability. (c) The training data access and security policy may include a policy for access to information only to specifically authorised persons identified by their position in order to perform their duties.		
26	ORO.FC.145 (e)	Provision of training, checking and assessment – Changes to FSTD The operator shall establish a system to adequately monitor changes to the FSTD and to ensure that those changes do not affect the adequacy of the training programmes.					
27	AMC1 ORO.FC.145	Provision of Training, checking and assessment - Acceptance of Previous Training for Non-Commercial Operations with Complex Motor-powered Aircraft, Including Non-Commercial Specialised Operations			(a) If the operator chooses to make use of previous training received by the pilot, the operator should develop a policy for the crediting of such training. Details of such policy should be included in the operations manual. (b) The policy should as a minimum include measures to assess: (1) the content of the previous training; (2) whether the previous training was delivered by suitably qualified personnel or organisations; (3) whether the aircraft, FSTD or other equipment used for the previous training was sufficiently similar to the aircraft and equipment the crew member will operate; and (4) whether the operating procedures used during such previous training were sufficiently representative of the procedures used by the new operator.		

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					(c) Where previous training delivered by other suitably qualified personnel or organisations is found to satisfy all or some of the requirements in ORO.FC.120, the training may be credited and an abbreviated conversion course may be used. Such an abbreviated course should cover all items not credited from previous training. (d) Where a pilot flies for more than one operator and the training delivered by that other operator is found to satisfy some of the requirements of ORO.FC.130, then such training may be credited and an abbreviated recurrent training programme may be used. Such an abbreviated recurrent training programme should cover all items not credited from the training delivered by the other operator. (e) An aircraft operator remains responsible for all training required by this Part regardless of whether the training is conducted by the operator, another operator, a certified organisation or another subcontractor, as defined in ORO.GEN.205. (f) An operator accepting any previous training should be satisfied that the flight crew member is competent to operate in accordance with that operator's procedures and to use the specific equipment installed on the aircraft to be operated. (g) Previous training needs to be formally documented. (h) The assessment under (b) and the documents referred to under (g) should be stored as part of the crew member training, checking and qualifications records.		
28	GM1 ORO.FC.145	Provision of Training, checking and assessment - Policy for Acceptance of Previous Training and Checking for Other Than Commercial Air Transport Operations (NCC)			If the operator chooses to make use of previous training received by the pilot, in accordance with AMC1 ORO.FC.145, the operator may wish to enter into arrangements with other operators in order to satisfy the requirements of ORO.GEN.205 in relation to contracted training providers or other aircraft operators. For details on Contracted Activities, please refer to ORO.GEN.205		
29	AMC1 ORO.FC.145(d)	Provision of training, checking and assessment – Use of FSTD			The operator should classify any differences between the aircraft and FFS in accordance with the Air Transport Association (ATA) chapters as follows: - Level A differences - Level B differences - Level C differences - Level D differences See AMC1 ORO.FC.145(d) for more details.		
30	ORO.FC.146 (a)	Personnel providing training, checking and assessment			All training, checking and assessment required in this Subpart shall be conducted by appropriately qualified personnel.		
31	AMC1 ORO.FC.146	Personnel providing training, checking and assessment - Personnel Conducting Training and Checking — General Training and checking should be provided by the following personnel: (a) Ground and refresher training by suitably qualified personnel;			(b) Emergency and safety equipment training and checking by suitably qualified personnel as specified in the operator's manual; (c) CRM (1) Integration of CRM elements into the different phases of training by all the personnel conducting the training, as per AMC1 and AMC2 ORO.FC.115. (2) The operator should ensure that all personnel conducting such training are suitably qualified to integrate elements of CRM into this training. (3) Classroom CRM training by at least one CRM trainer, qualified as specified in AMC2 ORO.FC.146 who may be assisted by experts in order to address specific areas.		
32	ORO.FC.146 (b)	Personnel providing training, checking and assessment – Flight and Flight Simulation Training and Checking			In the case of flight and flight simulation training, checking and assessment, the personnel that provide the training and conduct the checking or assessment shall be qualified in accordance with Part- FCL. Additionally, the personnel providing training and conducting checking towards specialised operations shall be suitably qualified for the relevant operation.		

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33	AMC1 ORO.FC.146(b)	Personnel providing training, checking and assessment – Personnel Providing Aircraft/FSTD Training and Conducting Operator Proficiency Checking and Qualified Under BAR 1 Part-FCL			Training and checking should be provided by the following personnel: (a) Flight training by a type rating instructor (TRI) or class rating instructor (CRI), flight instructor (FI) or, in the case of the FSTD content, a synthetic flight instructor (SFI). For commercial air transport, the FI, TRI, CRI or SFI should satisfy the operator's experience and knowledge requirements sufficiently to instruct on aircraft systems and operational procedures and requirements. (b) Operator proficiency check by a type rating examiner (TRE), class rating examiner (CRE) or, if the check is conducted in an FSTD, a synthetic flight examiner (SFE). The TRE, CRE or SFE should be trained in CRM concepts and the assessment of CRM skills. (c) For aircraft/FSTD training, line flying under supervision, operator proficiency checks and line checks, if the training or checking includes multi-pilot operations in helicopters, in addition to (a) and (b) the personnel conducting training or checking should have 350 hours flying experience in multi-pilot operations. (d) In the case of CAT operations in helicopters, the 350 hours flying experience in multi-pilot operations defined in (c) may be reduced on an individual basis, as part of the approval of the training and checking programmes. The operator may apply for such a reduced flying experience based on the unavailability of experienced pilots in both multi-pilot operations and in their types of operations. A FI/TRI/SFI rating and MCC training in helicopters should be a prerequisite for any reduced flying experience in multi-pilot operations. In addition, the operator should define mitigation measures after having performed a risk assessment. The following should be taken into account: (1) flying experience criteria in single-pilot operations in the types of operations; (2) any other training, checking, recency and experience criteria; (3) robustness and maturity of multi-pilot SOPs. (e) In the case of training and checking towards the relevant aspects associated with a specialised operation, points (j)(2) to (j)(4) of AMC1 ORO.FC.146(e);(f)&(g) should apply.		
34	ORO.FC.146 (c)	Personnel providing training, checking and assessment – Evidence Based Training			For an EBT programme, the personnel that performs assessment and provides training shall: (1) hold an BAR 1 Part-FCL instructor or examiner certificate or equivalent as validated (2) complete the operator's EBT instructor standardization programme. This shall include an initial standardisation programme and a recurrent standardisation programme. Completion of the operator's EBT initial standardisation will qualify the instructor to perform EBT practical assessment.		
35	AMC1.ORO.FC.146 (c) Personnel providing training, checking and assessment – EBT	Instructor – Initial Standardisation Programme			(a) Before delivering the operator's EBT programme, the instructor should complete an EBT instructor initial standardisation programme composed of: (1) EBT instructor training; and (2) EBT assessment of competence.		
36	AMC1.ORO.FC.146 (c) Personnel providing training, checking and assessment – EBT	Instructor Training			(b) The EBT instructor training course should be delivered by at least one pilot who is or has been an EBT instructor, and who has demonstrated proficiency to train the elements specified in point (c) below. (c) The EBT instructor training course should comprise theoretical and practical training. At the completion of EBT instructor training, the instructor should: (1) have knowledge of EBT, including the following underlying principles: (i) competency-based training; (ii) learning from positive performance; (iii) building resilience; and (iv) data-driven training; (2) demonstrate knowledge of the structure of an EBT module;		

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					(3) demonstrate knowledge of the method of training delivery for each phase of an EBT module; (4) demonstrate knowledge of the principles of adult learning and how they relate to EBT; (5) conduct objective observations based on a competency framework, and document evidence of observed performance; (6) relate specific performance observations of competencies; (7) analyse trainee performance to determine competency-based training needs and recognise strengths; (8) evaluate performance using a competency-based grading system; (9) apply appropriate teaching styles during simulator training to accommodate trainee learning needs; (10) facilitate trainee learning, focusing on specific competency-based training needs; and (11) conduct a debrief using facilitation techniques. (d) An instructor may be given credits for parts of point (c) if the instructor has demonstrated competencies in those topics.		
37	AMC1.ORO.FC.146 (c) Personnel providing training, checking and assessment – EBT	Instructor Assessment of Competence			(e) Prior to conducting assessment and training within an EBT programme, the EBT instructor should complete an EBT assessment of competence where the EBT instructor delivers: (1) an evaluation phase (EVAL) and a manoeuvres training phase (MT); or (2) a scenario-based training phase (SBT) (f) The assessment of competence has a validity period of 3 years (g) The EBT assessment of competence should be conducted by a person nominated by the operator, who: (1) is qualified in accordance with Part-FCL to conduct an assessment of competence; and (2) has completed the EBT instructor standardisation. (h) The EBT assessment of competence may be combined with the assessment of competence required in Part-FCL.		
38	AMC2.ORO.FC.146 (c) Personnel providing training, checking and assessment – EBT	Instructor Recurrent Standardisation Programme			The EBT instructor should: (a) conduct six EVAL or SBT phases of an EBT module (or a combination of both) every 36 months. One of the EVAL or SBT should take place in the period of 12 months immediately preceding the expiry date. The 36-month period should be counted from the end of the month the module was taken. If this has not been fulfilled, the EBT instructor should complete an EBT assessment of competence. When the module is undertaken within the last 12 months of the validity period, the new period should be counted from the original expiry date; (b) receive annual recurrent standardisation. The recurrent standardisation should include: (1) refresher EBT training; and (2) concordance training; and (c) complete an EBT assessment of competence every 3 years. When the assessment of competence is conducted within the 12 months preceding the expiry date, the next assessment of competence should be completed within 36 calendar months of the original expiry date of the previous assessment of competence. For details, please refer to GM1/GM2/GM3 ORO.FC.146(c)		
39	ORO.FC.146 (d)	Personnel providing training, checking and assessment – Evidence Based Training – Line Evaluation			Notwithstanding point (b), the line evaluation of competence may be conducted by a suitably qualified commander nominated by the operator that is standardised in EBT concepts and the assessment of competencies (line evaluator).		

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40	ORO.FC.146 (e)	Personnel providing training, checking and assessment – Aircraft/FSTD Training - Qualifications of trainer			(e) Notwithstanding point (b), the aircraft/FSTD training and the operator proficiency check may be conducted by a suitably qualified commander, or pilot-in-command for IAM operations, that holds an FI/TRI/SFI certificate and is nominated by the operator for any of the following operations: (1) CAT operations with helicopters that meet the criteria defined in point ORO.FC.005(b)(2); (2) CAT operations with other than complex motor-powered helicopters by day and over routes navigated by reference to visual landmarks; (3) CAT operations with performance class B aeroplanes that do not meet the criteria defined in point ORO.FC.005(b)(1); (4) IAM operations with VCA by day and over routes navigated by reference to visual landmarks.		
41	ORO.FC.146 (f)	Personnel providing training, checking and assessment – Aircraft/FSTD training – Qualifications of trainer – contd.			Notwithstanding point (b), the aircraft/FSTD training and the demonstration of competence/operator proficiency check may be conducted by a suitably qualified pilot-in-command/commander nominated by the operator for any of the following operations: (1) specialised operations; (2) CAT operations of aeroplanes meeting the criteria defined in point ORO.FC.005(b)(1).		
42	ORO.FC.146 (g)	Personnel providing training, checking and assessment – Line Check – Qualifications Notwithstanding point (b), the line check may be conducted by a suitably qualified commander nominated by the operator.					
43	AMC1 ORO.FC.146(e); (f)&(g)	Personnel providing training, checking and assessment - suitably qualified pic or commander nominated by the operator — general			(a) The nominated PIC/commander conducting training should either be qualified as an instructor under BAR 1 or receive training which should cover at least: (1) techniques of briefing and debriefing; (2) CRM concepts and CRM assessment; (3) for SPO, which manoeuvres the nominated PIC/commander should not train or check unless qualified as an instructor (b) In addition, the nominated PIC/commander conducting operator proficiency checks or line checks should either be qualified as an examiner under BAR 1 or receive additional training which should cover at least: (1) how to perform a check; (2) flight techniques applicable to checks performed in flight; (3) the assessment of CRM skills. (c) The nominated PIC/commander conducting aircraft/FSTD training, line flying under supervision, operator proficiency checks or line checks taking place under multi-pilot operations in helicopters should have 350 hours flying experience in multi-pilot operations. (d) The nominated PICs/commanders, or the criteria for nominating PICs/commanders, should be included in the operations manual. (e) The nominated PIC/commander should be type rated or class rated in the type or class where he or she provides the training, checking or assessment.		
44	AMC1 ORO.FC.146(e); (f)&(g)	Personnel providing training, checking and assessment - suitably qualified pic or commander nominated by the operator — general			CAT — SUITABLY QUALIFIED COMMANDER OR INSTRUCTOR NOMINATED BY THE OPERATOR (f) For CAT operations under VFR by day, the minimum experience of the nominated commander should be more than 750 hours total flight time with at least 50 hours on the type, class or the aircraft variant. (g) For CAT operations in performance class B aeroplanes under night VFR or under IFR, the minimum experience of the nominated commander should be more than 1000 hours total flight time with at least 100 hours on the type, class or the aircraft variant.		

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					(h) In the case of CAT operations in helicopters, the 350 hours flying experience in multi-pilot operations defined in (c) may be reduced on an individual basis, as part of the approval of the training and checking programmes. The operator may apply for such a reduced flying experience based on the unavailability of experienced pilots in both multi-pilot operations and in their types of operations. An FI/TRI/SFI rating and MCC training in helicopters should be a prerequisite for any reduced flying experience in multi-pilot operations. In addition, the operator should define mitigation measures after having performed a risk assessment. The following should be taken into account: (1) flying experience criteria in single-pilot operations in the types of operations; (2) any other training, checking, recency and experience criteria; and (3) robustness and maturity of multi-pilot SOPs. (i) ORO.FC.220 (f) allows the operator to develop a specific conversion course to address an operational circumstance, when the operator intends to have pilots temporally joining the operator to conduct line checks. The content of the specific operator's conversion course is included in AMC1 ORO.FC.220(f).		
45	AMC1 ORO.FC.146(e); (f)&(g)	Personnel providing training, checking and assessment - suitably qualified pic or commander nominated by the operator — general			SPO — SUITABLY QUALIFIED PIC OR INSTRUCTOR NOMINATED BY THE OPERATOR (j) For SPO, the person conducting the aircraft/FSTD training and the operator proficiency check should meet the following criteria: (1) Training and checking covering normal, abnormal and emergency procedures relevant to the type or variant should be conducted in accordance with AMC1 ORO.FC.146(b). (2) Training and checking covering the relevant aspects associated with HEC and HESLO should be conducted by a HEC or HESLO instructor as defined in AMC1 SPO.SPEC.HEC.100 and AMC1 SPO.SPEC.HESLO.100. (3) Training and checking covering the relevant aspects associated with a specialised operation other than HEC and HESLO should be conducted by a nominated PIC with the following flight experience: (i) at least 750 hours total flight time with at least 50 hours on the type, class or aircraft variant; (ii) for specialised operations other than HEC and HESLO, either: (A) at least 350 hours in the applicable specialised operation; or (B) 800 hours in specialised operations and the number of hours in the applicable specialised operation as defined by the operator, based on a risk assessment, taking into account the complexity of the relevant aspects associated with the applicable specialised operation. Flight experience in HHO, firefighting flight experience and flight experience in the search component of search and rescue flights may be credited towards the 800 hours in specialised operations. In addition, up to 200 hours of experience in CAT operations (other than HHO) may be credited towards the 800 hours in specialized operations.		

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					(4) In addition to (2) and (3) above, flight training and checking of sensitive type-related manoeuvres in combination with the training and checking of the relevant aspects associated with a specialized task, should be conducted by a qualified instructor. (k) In addition to (j) above, if the SPO operator combines the operator proficiency check with a licence proficiency check, the person conducting the check should meet the requirements for licence proficiency checks.		
46	AMC1 ORO.FC.145(g)	Personnel providing training, checking and assessment – Validity Period of Recurrent Assessment, Training and Checking			(a) When the recency, training or check is completed within the last 3 months of the validity period, the new validity period should be counted from the original expiry date. (b) When the recency, training or check is completed before the last 3 months of the validity period, the new validity period should be counted from the end of the month when the recency, training or check was completed and not from the original expiry date. (c) Notwithstanding (a), the revalidation of CRM instructor and EBT instructor qualifications should follow AMC2 ORO.FC.146 and AMC2 ORO.FC.146(c).		
47	ORO.FC.146 (h)	Personnel providing training, checking and assessment – Notification to the Brunei DCA			The operator shall inform the Brunei DCA about the persons nominated under points (e) to (g).		
48	ORO.FC.205	Command course - Content			(a) For aeroplane and helicopter operations, the command course shall include at least the following elements: (1) training in an FSTD, which includes line oriented flight training (LOFT) and/or flight training; (2) the OPC, operating as commander; (3) command responsibilities training; (4) line training as commander under supervision, for a minimum of: (i) 10 flight sectors, in the case of aeroplanes; and (ii) 10 hours, including at least 10 flight sectors, in the case of helicopters; (5) completion of a line check as commander and demonstration of adequate knowledge of the route or area to be flown and of the aerodromes, including alternate aerodromes, facilities and procedures to be used; and (6) CRM training.		
49	AMC1 ORO.FC.205	Command course – Combined upgrading & conversion course for helicopter			If a pilot is converting from one helicopter type to another when upgrading to commander: (a) the command course should also include a conversion course in accordance with ORO.FC.220; and (b) additional flight sectors should be required for a pilot transitioning onto a new type of helicopter.		
50	AMC1 ORO.FC.115	Command course – CRM training			The operator should ensure that elements of CRM training are integrated into the command course, as specified in Table 1 of (g) AMC1 ORO.FC.115. Route, area & aerodrome knowledge		
51	ORO.FC.105	Route, area & aerodrome knowledge			For both commercial operations with aeroplanes and helicopters and IAM operations with VCA, the pilot-in-command or commander or the pilot to whom the conduct of the flight may be delegated shall have received initial familiarisation training in the route or area to be flown and in the aerodromes, vertiports, diversion locations, facilities and		

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					procedures to be used, and the aerodrome or vertiport knowledge shall be maintained by operating at least once at an aerodrome or a vertiport within a 12-calendar-month period.		
52	AMC1 ORO.FC.105(b) (2);(c)	Route, area & aerodrome knowledge – Route & area			The operator should comply with the national training and checking requirements published in the aeronautical information publication (AIP). (1) The objective of area and route training should be to ensure that the pilot has knowledge of: (i) terrain and minimum safe altitudes; (ii) seasonal meteorological conditions; (iii) meteorological, communication and air traffic facilities, services and procedures; (iv) search and rescue procedures where available; and (v) navigational facilities associated with the area or route along which the flight is to take place.		
53	AMC1 ORO.FC.105(b) (2);(c)	Route, area & aerodrome knowledge – Route & area			(2) Another objective of the area and route training should be to ensure that the pilots are aware of the most significant underlying risks and threats of a route or an area that could affect their operations following the 'threat and error management model' or an alternative risk model agreed with the authority. (3) The area and route familiarisation training should: (i) be based on an assessment by the operator of the underlying risks and threats of a route or an area using: (A) internal evidence; (B) external evidence; (ii) be conducted: (A) as an initial training before operating to a route and area; (B) as a refresher training after not operating to a route and area for 12 months. (4) The area and route familiarisation training should be delivered using different methods and tools. (i) The selection of the method and tools should result from a combination of the learning objectives and the type of risk or threat that needs to be trained. (ii) The selection of the appropriate method and tool should be driven by the desired outcome in terms of adequate knowledge and awareness. (iii) The methods and tools employed should include one or more of the following: Training in a flight simulation training device (FSTD), computer-based training, familiarisation flight as a pilot in-command/commander or co-pilot under supervision or an observer, video training, virtual reality training, familiarisation by self-briefing with route documentation and audio training.		
54	AMC1 ORO.FC.105(b) (2);(c) GM1 ORO.FC.105(c)	Route, area & aerodrome knowledge – Aerodrome			Aerodrome familiarisation should include knowledge of obstructions, physical layout, lighting, approach aids and arrival, departure, holding and instrument approach procedures, applicable operating minima and ground movement considerations.		
55	AMC1 ORO.FC.105(b) (2);(c)	Route, area & aerodrome knowledge – Aerodrome category B			The commander should be briefed, or self-briefed by means of programmed instruction, on the category B aerodrome(s) concerned. The completion of the briefing should be recorded. This recording may be accomplished after completion or confirmed by the commander before departure on a flight involving category B aerodrome(s) as destination or alternate aerodromes.		
56	AMC1 ORO.FC.105(b) (2);(c)	Route, area & aerodrome knowledge – Aerodrome category C			The commander should be briefed and visit the aerodrome as an observer and/or undertake instruction in a suitable FSTD. The completion of the briefing, visit and/or instruction should be recorded.		

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57	AMC2 ORO.FC.105(b) (2);(c)	Route, area & aerodrome knowledge – General			The operator should comply with the national training and checking requirements published in the AIP.		
58	AMC1 ORO.FC.105(c)	Route, area & aerodrome knowledge – Recency			(a) The 12-month period should be counted from the last day of the month: (1) when the familiarisation training was undertaken; or (2) of the latest operation on the route or area to be flown and of the aerodromes, facilities and procedures to be used. (b) The 36-month period should be counted from the last day of the month: (1) when the familiarisation training was undertaken; or (2) when the latest operation on the route or area was flown.		
59	AMC2 ORO.FC.105(c)	Route, area & aerodrome knowledge – Recency – Perfo class B aeroplanes			In the case of CAT operations with performance class B aeroplanes operating under visual flight rules (VFR) by night or instrument flight rules (IFR), the knowledge should be maintained as follows: (a) except for operations to the most demanding aerodromes, by completion of at least 10 flight sectors within the area of operation during the preceding 12 months in addition to any required self-briefing; (b) operations to the most demanding aerodromes may be performed only if: (1) the pilot-in-command/commander has been qualified at the aerodrome within the preceding 36 months by a visit as an operating flight crew member or as an observer; (2) the approach is performed in visual meteorological conditions (VMC) from the applicable minimum sector altitude; and (3) an adequate self-briefing has been made prior to the flight.		
60	AMC1 ORO.FC.105(d)	Route, area & aerodrome knowledge – Area Familiarisation Training that Includes Route /Aerodrome Familiarisation — Helicopters			(a) The area familiarisation training for day VFR should ensure that a pilot is capable of selecting aerodromes and operating sites from the ground and from the air, and of establishing a safe flight path for landing and take-off. AREA FAMILIARISATION TRAINING (b) The following areas and conditions should require specific area familiarisation training: (1) mountain environment; (2) offshore environment; (3) complex airspace; (4) areas that are regularly covered by snow and are prone to white-out phenomena during the cruise or landing phase; and (5) other challenging areas or conditions.		
61	ORO.FC.105 CAT.POL.A.240	Route, area & aerodrome knowledge – Increased bank angles The flight crew shall obtain adequate knowledge of the route to be flown and of the procedures to be used.					
62	ORO.FC.105 CAT.POL.A.245/345	Route, area & aerodrome knowledge – Steep approach			For each aerodrome at which steep approach operations are to be conducted, pilot qualification and special aerodrome familiarization shall be taken into consideration.		
63	ORO.FC.105 CAT.POL.A.250/350	Route, area & aerodrome knowledge – Short landing			The pilot experience, training and special aerodrome familiarization requirements shall be specified and met.		
64	CAT.OP.MPA.303 & 311 AMC1 CAT.OP.MPA.303 & 311	In-flight check of the landing distance at time of arrival – aeroplanes & Reporting on runway braking action Refer to GM1 CAT.OP.MPA.303 & 311 for Syllabus details. Flight crew members should be trained on the use of the RCR, on the use of performance data for the assessment of the LDTA and on reporting braking action using the AIREP format.					

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65	CAT.POL.A.255 (b)(2)(iv) AMC1 CAT.POL.A.255(b)(2)(iv)	Reduced landing distance operations (Performance Class A) Crew training programme is split into these four elements - - Ground Training - FSTD Training and/or Flight Training - Conversion Training - Recurrent Training and Checking			The operator shall ensure that flight crew training programmes for reduced required landing distance operations include ground training, flight simulation training device (FSTD), and/or flight training.		
66	CAT.POL.A.355 (b)(6) AMC1 CAT.POL.A.355 (b)(5) and (b)(6)	Reduced landing distance operations (Performance Class B) Training programme should include – - Initial Training			The operator shall establish - an adequate aerodrome training and checking programme for the flight crew is established; - Recurrent Training - the flight crew is qualified and has recency in reduced required landing distance operations at the aerodrome concerned; CRM - Generalities		
67	ORO.FC.115 CRM Training	ORO.FC.115 CRM Training			(a) Before operating, the flight crew member shall have received CRM training, appropriate to his/her role, as specified in the operations manual. (b) Elements of CRM training shall be included in the aircraft type or class training and recurrent training as well as in the command course.		
68	AMC1 ORO.FC.115	CRM – General - Training environment			CRM training should be conducted in the non-operational environment (classroom and computer-based) and in the operational environment (flight simulation training device (FSTD) including other training solutions described in CS-FSTD when available and aircraft). Tools such as group discussions, team task analysis, team task simulation and feedback should be used.		
69	AMC1 ORO.FC.115	CRM – General - Classroom training			Whenever possible, classroom training should be conducted in a group session away from the pressures of the usual working environment, so that the opportunity is provided for flight crew members to interact and communicate in an environment conducive to learning.		
70	AMC1 ORO.FC.115	CRM – General – Computer-based training (CBT)			Computer-based training should not be conducted as a stand-alone training method but may be conducted as a complementary training method. Complementary training method in the context of EBT: advanced CBT following the aviation blended learning environment, such as virtual reality, chatbots, interactive scenario trainers, etc. may serve as the principal method to deliver training in the non-operational environment. In such case, the classroom training may be the complementary method.		
71	AMC1 ORO.FC.115 CRM – General – Practical Parts	AMC1 ORO.FC.115 CRM – General – Practical Parts			(i) Whenever practicable, parts of the CRM training should be conducted in FSTDs that reproduce a realistic operational environment and permit interaction. This includes but is not limited to line-oriented flight training (LOFT) scenarios. (ii) If the operator proficiency check is conducted in a FSTD, it should include a line-oriented flight during which a complementary CRM assessment should take place, in conditions that reproduce a realistic operational environment.		
72	AMC1 ORO.FC.115	CRM – General – Integration in Training			CRM principles should be integrated into relevant parts of flight crew training and operations including checklists, briefings, abnormal and emergency procedures.		
73	AMC1 ORO.FC.115	CRM – Management system			CRM training should address hazards and risks identified by the operator's management system described in ORO.GEN.200.		
74	AMC1 ORO.FC.115	CRM – Competency-based			Whenever practicable, the compliance-based approach concerning CRM training may be substituted by a competency-based approach such as evidence-based training. In this context, CRM training should be characterised by a performance orientation, with emphasis on standards of performance and their measurement, and the development of training to the specified performance standards.		

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75	AMC1 ORO.FC.115	CRM – Contracted CRM training			If the operator chooses not to establish its own CRM training, another operator, a third party or a training organisation may be contracted to provide the training in accordance with ORO.GEN.205. In case of contracted CRM training, the operator should ensure that the content of the course covers the specific culture, the type of operations and the associated procedures of the operator. When crew members from different operators attend the same course, the CRM training should be specific to the relevant flight operations and to the trainees concerned. For details on Contracted Activities, please refer to ORO.GEN.205		
76	AMC1 ORO.FC.115	CRM – Syllabus – Automation and philosophy on the use of automation			(i) The CRM training should include training in the use and knowledge of automation, and in the recognition of systems and human limitations associated with the use of automation. The operator should, therefore, ensure that the flight crew member receives training on: (A) the application of the operations policy concerning the use of automation as stated in the operations manual; and (B) system and human limitations associated with the use of automation, giving special attention to issues of mode awareness, automation surprises and over-reliance including false sense of security and complacency. (ii) The objective of this training should be to provide appropriate knowledge, skills and attitudes for managing and operating automated systems. Special attention should be given to how automation increases the need for crews to have a common understanding of the way in which the system performs, and any features of automation that make this understanding difficult. (iii) If conducted in an FSTD, the training should include automation surprises of different origin (system- and pilot-induced).		
77	AMC1 ORO.FC.115	CRM – Syllabus – Monitoring and intervention			Flight crew should be trained in CRM-related aspects of operation monitoring before, during and after flight, together with any associated priorities. This CRM training should include guidance to the pilot monitoring on when it would be appropriate to intervene, if felt necessary, and how this should be done in a timely manner. Reference should be made to the operator procedures for structured intervention as specified in the operations manual.		
78	AMC1 ORO.FC.115 GM5 ORO.FC.115	CRM – Syllabus – Resilience development			CRM training should address the main aspects of resilience development. The training should cover: (i) Mental flexibility Flight crew should be trained to: (A) understand that mental flexibility is necessary to recognise critical changes; (B) reflect on their judgement and adjust it to the unique situation; (C) avoid fixed prejudices and over-reliance on standard solutions; and (D) remain open to changing assumptions and perceptions. (ii) Performance adaptation Flight crew should be trained to: (A) mitigate frozen behaviours, overreactions and inappropriate hesitation; and (B) adjust actions to current conditions. See GM5 ORO.FC.115 for more details.		
79	AMC1 ORO.FC.115	CRM – Syllabus – Surprise and startle effect			CRM training should address unexpected, unusual and stressful situations. The training should cover: (i) surprises and startle effects; and (ii) management of abnormal and emergency situations, including: (A) the development and maintenance of the capacity to manage crew resources; (B) the acquisition and maintenance of adequate automatic		

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					behavioural responses; and (C) recognising the loss and re-building situation awareness and control.		
80	AMC1 ORO.FC.115	CRM – Syllabus – Cultural differences			CRM training should cover cultural differences of multinational and cross-cultural crews. This includes recognising that: (i) different cultures may have different communication specifics, ways of understanding and approaches to the same situation or problem; (ii) difficulties may arise when crew members with different mother tongue communicate in a common language which is not their mother tongue; and (iii) cultural differences may lead to different methods for identifying a situation and solving a problem.		
81	AMC1 ORO.FC.115	CRM – Syllabus – Operator's safety culture and company culture			CRM training should cover the operator's safety culture, its company culture, the type of operations and the associated procedures of the operator. This should include areas of operations that may lead to particular difficulties or involve unusual hazards.		
82	AMC1 ORO.FC.115	CRM – Syllabus – Case studies			(i) CRM training should cover aircraft type-specific case studies, based on the information available within the operator's management system, including: (A) accident and serious incident reviews to analyse and identify any associated non-technical causal and contributory factors, and instances or examples of lack of CRM; and (B) analysis of occurrences that were well managed. (ii) If relevant aircraft type-specific or operator-specific case studies are not available, the operator should consider other case studies relevant to the scale and scope of its operations.		
83	AMC2 ORO.FC.115	CRM – Single pilot			For single-pilot helicopter operations with technical crew, AMC1 ORO.FC.115 should be applied. For single-pilot operations other than those specified in (a), AMC1 ORO.FC.115 should be applied with the following differences: (1) Relevant training Training should cover the relevant CRM training, i.e. initial operator's training, the operator conversion course and recurrent training. (2) Relevant training elements CRM training should focus on the elements specified in Table 1 of (g) of AMC1 ORO.FC.115 which are relevant to single-pilot operations. Therefore, single-pilot CRM training should include, among others: (i) situation awareness; (ii) workload management; (iii) decision-making; (iv) resilience development; (v) surprise and startle effect; and (vi) effective communication and coordination with other operational personnel and ground services. (3) Virtual classroom Notwithstanding (a)(2) of AMC1 ORO.FC.115, classroom training may take place remotely, using a videoconferencing tool. The tool should permit real-time interaction between the trainees and the trainer, including speech and elements of body language. It should also be capable of transmitting any document to the trainee that the trainer wishes to present. The CRM trainer should establish the list of trainees in advance. Their numbers should be limited to 6 to ensure a sufficient level of interaction during the training session. (4) Operation with ELA2 aircraft		

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					Notwithstanding (1) and (2), for operations with ELA2 aircraft the relevant CRM training and its duration should be determined by the operator, based on the aircraft type and the complexity of the operation.		
84	GM8 ORO.FC.115 CRM – Virtual Classroom Training — Single-Pilot Operations	GM8 ORO.FC.115 CRM – Virtual Classroom Training — Single-Pilot Operations			(a) A successful virtual classroom training relies on the ability of the trainer to make best use of the associated technologies in the context of CRM training. The flight crew CRM trainer may need to receive appropriate training covering the following: (1) learning style; (2) teaching method associated with virtual classroom instruction, such as videoconferencing, and a familiarisation with the virtual classroom instruction system in use, including management of time, training media and equipment and tools. (b) The assessment of CRM skills may be used by the operator to improve the CRM training system by evaluating de-identified summaries of all CRM assessments. (c) The requirement of ORO.GEN.140 for the operator to grant access to the competent authority also applies to the virtual classroom training. (d) More information on virtual classroom training is provided in the EASA Guidance for allowing virtual classroom instruction and distance learning. Initial CRM		
85	ORO.FC.215	Initial operator's CRM training			(a) The flight crew member shall have completed an initial CRM training course before commencing unsupervised line flying. (b) Initial CRM training shall be conducted by at least one suitably qualified CRM trainer who may be assisted by experts in order to address specific areas. (c) If the flight crew member has not previously received theoretical training in human factors to the ATPL level, he/she shall complete, before or combined with the initial CRM training, a theoretical course provided by the operator and based on the human performance and limitations syllabus for the ATPL as established in Part-FCL.		
86	AMC1 ORO.FC.215	Initial operator's CRM training – Trainer Qualification			(a) cover the applicable provisions of AMC1 ORO.FC.115, including the training elements as specified in Table 1 thereof; and (b) be conducted by a flight crew CRM trainer who is qualified as specified in AMC2 ORO.FC.146.		
87	ORO.FC.215 AMC1 ORO.FC.115	Initial operator's CRM training – Content			(1) The flight crew member should complete the initial operator's CRM training once. When the type of operation of a new operator is not different, the new operator should not be required to provide the initial operator's CRM training to this flight crew member a second time. (2) The initial training should cover all elements specified in Table 1 of (g) AMC1 ORO.FC.115.		
88	GM3 ORO.FC.115	Initial operator's CRM training – minimum time			Initial operator's CRM training for multi-pilots operations: 18 training hours with a minimum of 12 training hours in classroom training. Initial operator's CRM training for single-pilot operations: 6 training hours. CRM trainer		
89	ORO.FC.215 AMC2 ORO.FC.146	CRM trainer - Introduction			The provisions described below: (1) should be fulfilled by flight crew CRM trainers responsible for classroom CRM training; and (2) are not applicable to: (i) instructors, holding a certificate in accordance with BAR 1, when conducting CRM training in the operational environment; and		

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					(ii) trainers or instructors when conducting training other than CRM training but integrating CRM elements into this training.		
90	ORO.FC.215 AMC2 ORO.FC.146	CRM trainer - Qualification			(1) Prerequisites. A flight crew CRM trainer should: (i) have adequate knowledge of human performance and limitations (HPL), whilst: (A) having obtained a commercial pilot licence in accordance BAR 1; or (B) having followed a theoretical HPL course covering the whole syllabus of the HPL examination; (ii) have completed flight crew initial operator's CRM training; (iii) have received training in group facilitation skills, except for instructors holding a certificate in accordance with BAR 1. (2) In order to qualify as flight crew CRM trainer, a person meeting the prerequisites should: (i) have adequate knowledge of the relevant flight operations at one operator, in accordance with (d); (ii) receive the initial training in accordance with (c)(3); and (iii) be assessed by that operator in accordance with (f). (3) In order to act as flight crew CRM trainer at an operator, a qualified and current flight crew CRM trainer should meet one of the following conditions: (i) have adequate knowledge of the relevant flight operations at that operator, in accordance with (d); or (ii) be part of a team of trainers in accordance with (e). (4) The period of validity of the flight crew CRM trainer qualification should be 3 years. (5) Recency and renewal of the flight crew CRM trainer qualification (i) The flight crew CRM trainer should complete CRM trainer refresher training within the last 12 months of the 3-year validity period; and (ii) The flight crew CRM trainer should meet one or both of the following conditions: (A) conduct at least 3 CRM training events within the 3-year validity period; (B) be assessed within the last 12 months of the 3-year validity period in accordance with (f); and (iii) If the flight crew CRM trainer qualification has expired, it can be renewed if all of the conditions below are met. The validity should be 3 years after completion of (A) and (C) below, whichever comes first: (A) complete CRM trainer refresher training; (B) receive refresher training on knowledge of the relevant flight operations, as necessary; (C) be assessed in accordance with (f).		
91	ORO.FC.215 AMC2 ORO.FC.146	CRM trainer – Training and Checking			(1) If the operator trains flight crew CRM trainers, the training syllabi should be described in the operations manual. The operator should ensure that the initial and refresher training of the flight crew CRM trainers are conducted by flight crew CRM trainers with a minimum of 3 years of experience. (2) Training of flight crew CRM trainers should be both theoretical and practical. Practical elements should include the development of specific trainer skills, particularly the integration of CRM into line operations. (3) The initial training of flight crew CRM trainers should include the following: (i) introduction to CRM training and competencies for CRM trainers: (A) ability to interact with and manage a group; (B) ability to pre-plan an objective and timely training session; (C) ability to deliver a good balance of 'telling', 'selling' and 'facilitating'; (D) ability to connect realistically poor and good CRM to the operations;		

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					(E) ability to assess the performance, the progress and needs of trainees in a meaningfully way; (ii) operator's management system as defined in point (a)(7) of AMC1 ORO.FC.115; and (iii) characteristics of the flight crew CRM training as defined in Table 1 of AMC1 ORO.FC.115 and its integration into line operations: (A) the different types of CRM trainings (initial, recurrent, etc.); (B) combined training; and (C) training related to the type of aircraft or operation. Instructors holding a certificate in accordance with BAR 1 may be credited towards (i) and (ii) if they have completed the refresher training defined in (4). (4) The refresher training of flight crew CRM trainers should include new methodologies, procedures and lessons learned, as well as additional topics such as the following: (i) Group facilitation skills including team dynamics, moderation skills and use of questions (ii) Course preparation, defining objectives and selecting methods to best convey knowledge (e.g. lecture, group work, case analysis, gamification, scenario-based training, individual research) (iii) Safety culture and management systems (iv) An example of an analysis of CRM factors in an accident or serious incident. (v) New developments or research in human factors and CRM (vi) TEM principles and their practical implementation in normal operations (5) Instructors, holding a certificate in accordance with BAR 1, who are also CRM trainers, may combine the CRM trainer refresher training with instructor refresher training if the instructor refresher training meets all of the conditions defined in (4). (6) Instructors for other-than complex motor-powered aeroplanes should be qualified as flight crew CRM trainers for this aircraft category with no additional training, as specified in (3) and (4) when: (i) holding a certificate in accordance with BAR 1 Part FCL and (ii) fulfilling the provisions of (b)(2) or (b)(5).		
92	ORO.FC.215 AMC2 ORO.FC.146 GM7 ORO.FC.115	CRM trainer - Assessment			(1) The operator should ensure that the process for the assessment is included in the operations manual describing methods for observing, recording, interpreting and debriefing the flight crew CRM trainer. All personnel involved in the assessment must be credible and competent in their role. (2) The assessment should enable the flight crew CRM trainer to demonstrate the knowledge and ability to train the CRM training elements in the non-operational environment. Special attention should be given to fields such as group management, group dynamics and personal awareness. (3) The initial assessment of a flight crew CRM trainer by the operator may take place when conducting their first CRM training course. (4) The assessment of flight crew CRM trainers should be conducted by flight crew CRM trainers with a minimum of 3 years of experience.		
93	ORO.FC.215 AMC2 ORO.FC.146	CRM trainer – Recency and renewal			Recency and renewal of the flight crew CRM trainer qualification (i) The flight crew CRM trainer should complete CRM trainer refresher training within the last 12 months of the 3-year validity period; and (ii) The flight crew CRM trainer should meet one or both of the following conditions: (A) conduct at least 3 CRM training events within the 3-year validity period; (B) be assessed within the last 12 months of the 3-year validity period in accordance with (f); and (iii) If the flight crew CRM trainer qualification has expired, it can be renewed if all of the conditions below are met. The validity should be 3 years after completion of (A) and (C) below, whichever comes first:		

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					(A) complete CRM trainer refresher training; (B) receive refresher training on knowledge of the relevant flight operations, as necessary; (C) be assessed in accordance with (f). The operator should only select a qualified and current flight crew CRM trainer meeting the conditions defined in (d) or (e) below: (d) Knowledge of the relevant flight operations (1) The operator should evaluate the experience and knowledge of the flight crew CRM trainer. The evaluation of the operator should include at least: (i) the operational experience of the flight crew CRM trainer as a flight crew member; (ii) whether this experience as a flight crew member or a former flight crew member covers the aircraft category, the aircraft generation and the form of operations, as relevant to the operator. (2) If the flight crew CRM trainer does not have the relevant knowledge of the relevant flight operation based on the evaluation in (1), the operator should provide training to the flight crew CRM trainer to provide the adequate knowledge. (3) The operator should describe the assessment and training in the operations manual. (ii) fulfilling the provisions of (b)(2) or (b)(5). (e) Team of CRM trainers If the flight crew CRM trainer is qualified in accordance with (b) but does not meet the conditions defined in (d), he or she may be assisted by a training assistant that has the knowledge of the relevant flight operations. The operator should ensure that all the following conditions are met: (1) The training assistant should meet the condition defined in (c) but needs not meet the conditions defined in (b). The training assistant should be an instructor or have experience in ground training. (2) The flight crew CRM trainer and the training assistant should prepare the training session together and adapt it to the operational needs of the operator. (3) If the flight crew CRM trainer and the training assistant have already provided training for the operator or for a similar operator, the operator may determine that condition (2) is met. (4) The flight crew CRM trainer and the training assistant should provide the training together. (5) The flight crew CRM trainer remains responsible for the training.		
94	GM2 ORO.FC.115	CRM trainer – Minimum times			(i) basic training: (A) 18 training hours for trainees holding an instructor certificate for complex motor-powered aircraft, as specified in Part-FCL, which includes 25-hour training in teaching and learning; or (B) 30 training hours for trainees who do not hold an instructor certificate as specified in (A); and (ii) refresher training: 6 training hours. CRM assessment		
95	AMC1 ORO.FC.115	Assessment of CRM skills			(1) Assessment of CRM skills is the process of observing, recording, interpreting and debriefing crews and crew member's performance using an accepted methodology in the context of the overall performance. (2) The flight crew member's CRM skills should be assessed in the operational environment, but not during CRM training in the non-operational environment. Nevertheless, during training in the non-operational environment, feedback from the		

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					flight crew CRM trainer or from trainees on individual and crew performance may be given to the crew members concerned.		
96	AMC1 ORO.FC.115	Assessment of CRM skills			The assessment of CRM skills should: (i) include debriefing the crew and the individual crew member; (ii) serve to identify additional training, where needed, for the crew or the individual crew member; and (iii) be used to improve the CRM training system by evaluating de-identified summaries of all CRM assessments.		
97	AMC1 ORO.FC.115	Assessment of CRM skills			Prior to the introduction of CRM skills assessment, a detailed description of the CRM methodology, including the required CRM standards and the terminology used for the assessment, should be published in the operations manual.		
98	AMC1 ORO.FC.115 CRM Assessment – Methodology	AMC1 ORO.FC.115 CRM Assessment – Methodology			The assessment should be based on the following principles: (i) only observable behaviours are assessed; (ii) the assessment should positively reflect any CRM skills that result in enhanced safety; and (iii) assessments should include behaviour that results in an unacceptable reduction in safety margin.		
99	GM6 ORO.FC.115 CRM Assessment – Methodology – NOTECHS	GM6 ORO.FC.115 CRM Assessment – Methodology – NOTECHS			(a) NOTECHS (non-technical skills) is a validated method for assessing flight crew CRM skills. The NOTECHS framework consists of four main categories: (1) Cooperation: Cooperation is the ability to work effectively in a crew. (2) Leadership and managerial skills: Effective leadership and managerial skills help to achieve joint task completion within a motivated, fully functioning team through coordination and persuasiveness. (3) Situation awareness: Situation awareness relates to one's ability to accurately perceive what is in the flight crew compartment and outside the aircraft. It is also one's ability to comprehend the meaning of different elements in the environment and the projection of their status in the near future. (4) Decision-making: Decision-making is the process of reaching a judgement or choosing an option. (b) Each of the four categories is subdivided into elements and behavioural markers. The elements are specified in Table 1 of GM6 ORO.FC.115 with examples of behavioural markers (effective behaviour). The behavioural markers are assessed by a rating scale to be established by the operator.		
100	AMC1 ORO.FC.115	Assessment of CRM skills			Operators should establish procedures, including additional training, to be applied in the event that flight crew members do not achieve or maintain the required CRM standards. Operator conversion training		
101	ORO.FC.120	Operator conversion training			(a) The flight crew member shall complete the operator conversion training course before commencing unsupervised line flying: (1) when changing to an aircraft for which a new type or class rating is required; (2) each time the flight crew member joins an operator. (b) The operator conversion training course shall include training on the equipment installed on the aircraft as relevant to flight crew members' roles.		
102	ORO.FC.120 GM1 ORO.FC.120	Operator conversion training – Form of Operations — Single-Pilot Helicopters			The training for conversion from single-pilot operations to multi-pilot operations and vice versa on a given helicopter type, as specified in point FCL.725(d)(2) of BAR 1, should take into account all of the following:		

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					(a) the SOPs of the operator; (b) the flight crew member's previous trainings and experience. MCC training is generic to all types. A pilot holding a certificate of completion of MCC training requires additional training to implement the multi-pilot SOPs of a given helicopter type.		
103	AMC3 ORO.FC.120	Operator conversion training – SPO Operator Conversion Course – Ground Training			(a) General The operator conversion training should include ground training and checking, including all of the following: (1) aircraft systems, (2) normal procedures, which include flight planning ground-handling and flight operations, including performance, mass and balance, fuel schemes selection of alternates, and ground de-icing/anti-icing; (3) abnormal and emergency procedures, which include pilot incapacitation as applicable; (4) a review of relevant samples of accident/incident and occurrences to increase awareness of the occurrences that may be relevant for the intended operation.		
104	AMC3 ORO.FC.120	Operator conversion training – SPO Operator Conversion Course – Specialised Operations			If a flight crew member undergoes training with regard to SOPs related to a specialised operation, either as part of an equipment and procedure training or a conversion training, the following should apply: (b) Initial training for a given specialised operation (1) In-depth training should achieve competence in carrying out normal, abnormal and emergency procedures, covering the SOPs associated with the specialised task. (2) The training should include ground training associated with the specialised task, completed before any flight training in an aircraft commences. (3) If one or more task specialists are on board, the training should include emergency and safety equipment training, completed before any flight training in an aircraft commences. The training should ensure that all emergency equipment can be used timely and efficiently, that an emergency evacuation and first aid can be conducted, taking into account the training and operating procedures of the task specialist(s). (4) Unless the flight crew member has significant experience in similar specialised operations as defined in the operations manual, the training should include aircraft/FSTD training associated with the specialised task. (c) Initial training and experience for any level of HEC and HESLO operations: AMC1 SPO.SPEC.HEC.100 and AMC1 SPO.SPEC.HESLO.100 should apply in combination with point (b) above. (d) Training when changing operators (1) The training should focus on the elements of the SOPs that are specific to the operator. (2) The operator should determine the amount of training required in the operator's conversion course in accordance with the standards of qualification and experience specified in the operations manual, taking into account the flight crew member's previous training and experience in the given specialised operation and in similar operations. (e) Training when changing specialised operations within the same operator, with previous experience of the specialised operation: point (d) above should apply. (f) Training when changing types or variants: The training should focus on the elements of the SOPs that are specific to the type or variant. The operator should assess whether the flight crew should require ground training, aircraft/FSTD training or both, when changing type or variants within the framework of the same specialised operations. The assessment should take the following into account: (1) the validity of the flight crew type rating; (2) the experience and recency of the flight crew on the type or variant;		

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					(3) whether any type or variant specific procedures exist; (4) differences in equipment related to the specialised operations; (5) differences in limitations or procedures related to the specialized operations.		
105	ORO.FC.220	Operator conversion training – General			The flight crew member shall complete: (1) the operator proficiency check and the emergency and safety equipment training and checking before commencing line flying under supervision (LIFUS); and (2) the line check upon completion of line flying under supervision. For performance class B aeroplanes, LIFUS may be performed on any aeroplane within the applicable class.		
106	AMC1 ORO.FC.220	Operator conversion training – General			The operator conversion training should include, in the following order: (i) ground training and checking, including all of the following: (A) aircraft systems; (B) 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; (C) abnormal and emergency procedures, which include pilot incapacitation as applicable; (D) a review of relevant samples of accident/incident and occurrences to increase awareness of the occurrences that may be relevant for the intended operation; (ii) emergency and safety equipment training and checking (completed before any flight training in an aircraft commences); (iii) flight training and checking (aircraft and/or FSTD); and (iv) line flying under supervision and line check. Note: No crediting can be given to operator specific training and checking that was provided by a TCO if no BASA or delegated act exists that is catering for such acceptance or crediting		
107	AMC1 ORO.FC.220	Operator conversion training – General			When the flight crew member has not previously completed an operator's conversion course, he/she should undergo general first-aid training and, if applicable, ditching procedures training using the equipment in water.		
108	AMC1 ORO.FC.220	Operator conversion training – General			Where the emergency drills require action by the non-handling pilot, the check should additionally cover knowledge of these drills.		
109	AMC1 ORO.FC.220	Operator conversion training – General			The operator's conversion may be combined with a new type/class rating training as required by BAR 1.		
110	AMC1 ORO.FC.220	Operator conversion training – General			The operator should ensure that: (i) applicable elements of CRM training, as specified in Table 1 of AMC1 ORO.FC.115, are integrated into all appropriate phases of the conversion training; and (ii) the personnel integrating elements of CRM into conversion training are suitably qualified, as specified in AMC2 ORO.FC.146.		
111	AMC3 ORO.FC.220	Operator conversion training – General			The operator should ensure that training programmes include the relevant de-identified feedback from the management system, including occurrence reporting and flight data monitoring programmes.		
112	ORO.FC.220	Operator conversion training – ZFTT			For aeroplanes, pilots that have been issued a type rating based on a zero flight-time training (ZFTT) course shall: (1) commence line flying under supervision not later than 21 days after the completion of the skill test or after appropriate training provided by the operator. The content of such training shall be described in the OM;		

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					(2) complete six take-offs and landings in a FSTD not later than 21 days after the completion of the skill test under the supervision of a type rating instructor for aeroplanes (TRI(A)) occupying the other pilot seat. The number of take-offs and landings may be reduced when credits are defined in the data established. If these take-offs and landings have not been performed within 21 days, the operator shall provide refresher training. The content of such training shall be described in the OM; (3) conduct the first four take-offs and landings of the LIFUS in the aeroplane under the supervision of a TRI(A) occupying the other pilot seat. The number of take-offs and landings may be reduced when credits are defined in the data established in accordance.		
113	ORO.FC.220	Operator conversion training – Flying duties			Once an operator conversion course has been commenced, the FCM shall not be assigned to flying duties on another type or class of aircraft until the course is completed or terminated. Crew members operating only performance class B aeroplanes may be assigned to flights on other types of performance class B aeroplanes during conversion courses to the extent necessary to maintain the operation. Crew members may be assigned to flights on single-engined helicopters during an operator conversion course on a single-engined helicopter, provided that the training is unaffected.		
114	AMC1 ORO.FC.220(b)	Operator conversion training – Assignment to Flights During an Operator Conversion Course — Helicopters			(a) A group of helicopter types should include either only single-engined turbine helicopters operated only under VFR or only single-engined piston helicopters operated only under VFR. (b) The flight crew member should only be assigned to flights on a helicopter within the same group of helicopter types as the type used for the operator conversion training and checking. (c) Once an operator conversion course has been commenced, the flight crew member should not start another operator conversion course on another helicopter type until that course is completed or terminated.		
115	ORO.FC.220	Operator conversion training – Amount of training			The amount of training required by the FCM for the operator's conversion course shall be determined in accordance with the standards of qualification and experience specified in the OM, taking into account his/her previous training and experience.		
116	AMC1 ORO.FC.220	Operator conversion training – Ground training			(1) Ground training should comprise a properly organised programme of ground instruction supervised by training staff with adequate facilities, including any necessary audio, mechanical and visual aids. Self-study using appropriate electronic learning aids, computer-based training (CBT), etc., may be used with adequate supervision of the standards achieved. However, if the aircraft concerned is relatively simple, unsupervised private study may be adequate if the operator provides suitable manuals and/or study notes. (2) The course of ground instruction should incorporate formal tests.		
117	AMC1 ORO.FC.220	Operator conversion training – Emergency & safety equipment training and checking			Emergency and safety equipment training should take place in conjunction with cabin/technical crew undergoing similar training with emphasis on coordinated procedures and two-way communication between the flight crew compartment and the cabin.		
118	AMC1 ORO.FC.220	Operator conversion training – Emergency & safety equipment training and checking			On the initial conversion course and on subsequent conversion courses as applicable, the following should be addressed: (i) Instruction on first-aid in general (initial conversion course only); instruction on first-aid as relevant to the aircraft type of operation and crew complement, including those situations where no cabin crew is required to be carried (initial and subsequent). (ii) Aero-medical topics (hypoxia, hyperventilation, contamination of skin/eyes by aviation fuel or hydraulic or other fluids, hygiene and food poisoning and malaria)		

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					(iii) The effect of smoke in an enclosed area and actual use of all relevant equipment in a simulated smoke-filled environment. (iv) Actual fire fighting, using equipment representative of that carried in the aircraft on an actual or simulated fire except that, with Halon extinguishers, an alternative extinguisher may be used. (v) The operational procedures of security, rescue and emergency services. (vi) Survival information appropriate to their areas of operation (e.g. polar, desert, jungle or sea) and training in the use of any survival equipment required to be carried. (vii) A comprehensive drill to cover all ditching procedures where flotation equipment is carried. This should include practice of the actual donning and inflation of a life-jacket, together with a demonstration or audio-visual presentation of the inflation of life-rafts and/or slide-rafts and associated equipment. This practice should, on an initial conversion course, be conducted using the equipment in water, although previous certified training with another operator or the use of similar equipment will be accepted in lieu of further wet-drill training. (viii) Instruction on the location of emergency and safety equipment, correct use of all appropriate drills, and procedures that could be required of flight crew in different emergency situations. Evacuation of the aircraft (or a representative training device) by use of a slide where fitted should be included when the operations manual procedure requires the early evacuation of flight crew to assist on the ground.		
119	AMC1 ORO.FC.220	Operator conversion training – Flight training			Flight training should be conducted to familiarise the flight crew member thoroughly with all aspects of limitations and normal, abnormal and emergency procedures associated with the aircraft and should be carried out by suitably qualified class and type rating instructors and/or examiners. For specific operations, such as steep approaches, ETOPS, or operations based on QFE, additional training should be carried out, based on any additional elements of training defined for the aircraft type in the operational suitability data, where they exist.		
120	AMC1 ORO.FC.220	Operator conversion training – Flight training			In planning flight training on aircraft with a flight crew of two or more, particular emphasis should be placed on the practice of LOFT with emphasis on CRM, and the use of crew coordination procedures, including coping with incapacitation.		
121	AMC1 ORO.FC.220	Operator conversion training – Flight training			Normally, the same training and practice in the flying of the aircraft should be given to co-pilots as well as commanders. The 'flight handling' sections of the syllabus for commanders and co-pilots alike should include all the requirements of the operator proficiency check required by ORO.FC.230.		
122	AMC1 ORO.FC.220	Operator conversion training – Flight training			Unless the type rating training programme has been carried out in an FSTD usable for ZFTT, the training should include at least three take-offs and landings in the aircraft.		
123	AMC1 ORO.FC.220	Operator conversion training – LIFUS			Following completion of flight training and checking as part of the operator's conversion course, each flight crew member should operate a minimum number of sectors and/or flight hours under the supervision of a flight crew member nominated by the operator.		
124	AMC1 ORO.FC.220(f)	Operator conversion training – Specific Conversion Course — Suitably Qualified Commander Nominated by the Operator — Pilots Who Temporarily Join the Operator and Will be Nominated to Conduct Line Checks			(a) In some cases, operational circumstances may require the operator to develop a specific conversion course to nominate pilots as suitably qualified commanders to conduct line checks in accordance with the requirements of ORO.FC.146. In this case, the operator conversion training should include training as follows: (1) 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; (2) abnormal and emergency procedures, which include pilot incapacitation as applicable. (b) The operator should ensure that the line checker is familiar with:		

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					(1) the operating procedures and the use of checklists used by the operator; (2) the emergency and safety equipment installed or carried on the operated aircraft. (c) After the completion of the specific conversion course, the following apply: (1) The line checker should not exercise duties at the controls of the aircraft. (2) The line checker should only conduct recurrent line checks of pilots whose previous line check has not expired, in accordance with ORO.FC.230. (d) The validity of the specific conversion course should be limited to 6 months.		
125	AMC1 ORO.FC.220	Operator conversion training – LIFUS			The minimum flight sectors/hours should be specified in the operations manual and should be determined by the following: (i) previous experience of the flight crew member; (ii) complexity of the aircraft; and (iii) the type and area of operation.		
126	AMC1 ORO.FC.220	Operator conversion training – LIFUS			For performance class B aeroplanes, the amount of LIFUS required is dependent on the complexity of the operations to be performed.		
127	GM1 ORO.FC.220	Operator conversion training – LIFUS - Aeroplanes			The following minimum figures for details to be flown under supervision are guidelines for operators to use when establishing their individual requirements: (1) turbo-jet aircraft (i) co-pilot undertaking first operator conversion course: (A) total accumulated 100 hours or minimum 40 flight sectors; (ii) co-pilot upgrading to commander: (A) minimum 20 flight sectors when converting to a new type; (B) minimum 10 flight sectors when already qualified on the aeroplane type.		
128	AMC1 ORO.FC.220	Operator conversion training – Passenger handling for operations where no cabin crew is required			Other than general training on dealing with people, emphasis should be placed on the following: (1) advice on the recognition and management of passengers who appear or are intoxicated with alcohol, under the influence of drugs or aggressive; (2) methods used to motivate passengers and the crowd control necessary to expedite an aircraft evacuation; and (3) the importance of correct seat allocation with reference to aircraft mass and balance. Particular emphasis should also be given on the seating of special categories of passengers.		
129	AMC1 ORO.FC.220	Operator conversion training – Discipline and responsibilities, for operations where no cabin crew is required			Emphasis should be placed on discipline and an individual's responsibilities in relation to: (1) his/her ongoing competence and fitness to operate as a crew member with special regard to flight and duty time limitation (FTL) requirements; and (2) security procedures.		
130	AMC1 ORO.FC.220	Operator conversion training – Passenger briefing/safety demonstrations, for operations where no cabin crew is required			Training should be given in the preparation of passengers for normal and emergency situations.		
131	ORO.FC.220	Operator conversion training – CRM training			CRM training shall be integrated into the operator conversion training course.		
132	AMC1 ORO.FC.115	Operator conversion training – CRM training			When the flight crew member undertakes a conversion course with a change of aircraft type or when joining an operator, elements of CRM training should be integrated into all appropriate phases of the operator's conversion course, as specified in Table 1 of (g) AMC1 ORO.FC.115.		
133	AMC1 ORO.FC.115&215	Operator conversion training – Use of automation			(1) The operator conversion course should include training in the use and knowledge of automation and in the recognition of systems and human limitations associated with		

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					the use of automation. The operator should therefore ensure that the FCM receives training on: (i) the application of the operations policy concerning the use of automation as stated in the operations manual; and (ii) system and human limitations associated with the use of automation, giving special attention to issues of mode awareness, automation surprises and over-reliance including false sense of security and complacency. (2) The objective of this training should be to provide appropriate knowledge, skills and behavioural patterns for managing and operating automated systems. Special attention should be given to how automation increases the need for crews to have a common understanding of the way in which the system performs, and any features of automation that make this understanding difficult.		
134	AMC1 ORO.FC.220&230	Operator conversion training – Upset prevention & recovery training – Complex motor-powered aeroplanes with a MOPSC of more than 19			Upset prevention training should: (1) consist of ground training and flight training in an FSTD or an aeroplane; (2) include upset prevention elements from Table 1 of AMC1 ORO.FC.220&230 for the conversion training course; and (3) include upset prevention elements in Table 1 for the recurrent training programme at least every 12 calendar months, such that all the elements are covered over a period not exceeding 3 years. The operator should ensure that personnel providing FSTD UPRT are competent and current to deliver the training, and understand the capabilities and limitations of the device used.		
135	AMC2 ORO.FC.220&230	Operator conversion training – Upset prevention & recovery training – Complex motor-powered aeroplanes with a MOPSC of 19 or less			Upset prevention training should: (1) consist of ground training and flight training in an FSTD or an aeroplane; (2) include upset prevention elements from Table 1 of AMC1 ORO.FC.220&230 for the conversion training course; and (3) include upset prevention elements in Table 1 of AMC1 ORO.FC.220&230 for the recurrent training programme at least every 12 calendar months, such that all the elements are covered over a period not exceeding 3 years. The operator should ensure that personnel providing FSTD UPRT are competent and current to deliver the training and understand the capabilities and limitations of the device used.		
136	ORO.FC.320	Operator conversion training and checking			The operator conversion course shall include an operator proficiency check.		
137	AMC1 ORO.FC.320	Operator conversion training and checking			The operator proficiency check should take place at the end of the operator conversion training programme defined in AMC3 ORO.FC.120.		
138	ORO.FC.325	Equipment and procedure training and checking			If a flight crew member undergoes equipment and procedure training that requires training on a suitable FSTD or the aircraft, with regard to standard operating procedures related to a specialised operation, the flight crew member shall undergo an operator proficiency check.		
139	AMC1 ORO.FC.325	Equipment and procedure training and checking – Specialised Operations			(a) If the equipment and procedure training includes training for SOPs related to a specialised operation, points (b) to (f) of AMC3 ORO.FC.120 should apply. (b) The operator proficiency check should take place at the end of the aircraft/FSTD training programme defined in AMC3 ORO.FC.120.		
140	ORO.FC.330	Recurrent training and checking — operator proficiency check			(a) Each flight crew member shall complete recurrent training and operator proficiency checks. In the case of specialised operations, the recurrent training and checking shall cover the relevant aspects associated with the specialised tasks described in the operations manual. (b) Appropriate consideration shall be given when operations are undertaken under IFR or at night.		

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					(c) The validity period of the operator proficiency check shall be 12 calendar months.		
141	AMC1 ORO.FC.330	Recurrent training and checking — SPO Recurrent training			(a) The training should include: (1) ground training, including all the following: (i) aircraft systems; (ii) 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; (iii) abnormal and emergency procedures, which include pilot incapacitation as applicable; (iv) a review of relevant samples of accident/incident and occurrences to increase awareness of the occurrences that may be relevant for the intended operation; (2) emergency and safety equipment training if one or more task specialists are on board. The training should ensure that all emergency equipment can be used timely and efficiently, that an emergency evacuation and first aid can be conducted, taking into account the training and operating procedures of the task specialist(s); and (3) aircraft/FSTD training relevant to the type or variant of aircraft on which the flight crew operates. (b) Additional training relevant to the specialised tasks should be either ground training or aircraft/FSTD training or both, in accordance with the results of the operator's risk assessment.		
142	AMC1 ORO.FC.330	Recurrent training and checking — operator proficiency check			(c) The SPO operator proficiency check should take place at least annually. If the SPO operator combines the operator proficiency check with a licence proficiency check, the check should cover both the normal, abnormal and emergency procedures relevant to the type or variant and the relevant aspects associated with the specialised tasks described in the operations manual. (d) If the SPO operator does not combine the operator proficiency check with a licence proficiency check, the operator proficiency check may not include the normal, abnormal and emergency procedures relevant to the type or variant that are already covered within the licence proficiency check. The operator proficiency check then covers the relevant aspects associated with the specialised task described in the operations manual. (e) The flight crew should be assessed on their CRM skills in accordance with the methodology described in AMC1 and AMC2 ORO.FC.115 and as specified in the operations manual. CRM assessment should not be used as a reason for a failure of the operator proficiency check unless the observed behaviour could lead to an unacceptable reduction in safety margin. (f) Each flight crew member should complete the operator proficiency checks as part of the normal crew complement.		
143	AMC1 ORO.FC.330	Recurrent training and checking — relevant procedures			(g) The operator should determine, based on a risk assessment, which procedures associated with the specialised tasks are relevant to be trained and checked. The following should be taken into account: (1) specific risks associated with the specialised operation; (2) for abnormal and emergency procedures, the criticality of the situation or failure and the impact of training and checking on ensuring a positive outcome; and (3) for normal procedures, the amount of experience and recent experience accumulated since the previous training or checking.		

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					(h) The operator should establish a training and checking programme to ensure that normal, abnormal and emergency procedures covering the relevant aspects associated with the specialised tasks are: (1) trained and checked over a 2-year cycle for SPO operators engaged in only one specialised operation; (2) trained and checked over a 2-year cycle for pilots engaged in only one specialised operation; (3) trained and checked over a 3-year cycle, if neither (1) nor (2) applies; (4) trained and checked before a pilot with no recent experience of the specialised operation in the last 6 months resumes the specialized operation. (i) Whenever an item requires both training and checking, the recurrent aircraft/FSTD training of a single task or manoeuvre should be separate from, and should not take place at the same time as, an operator proficiency check of the item. (j) Specialised operations may be exposed to specific risks such as routinely flying within the height velocity envelope of a helicopter. The operator should avoid taking unnecessary risks during aircraft training and checking and should take advantage of simulation devices, if possible, to train for such situations.		
144	AMC1 ORO.FC.330	Recurrent training and checking — combined CAT and SPO Training and checking			(k) If the operator is involved in both CAT and SPO, the CAT training and checking programme may include elements that are relevant to the specialised tasks. If this is the case, these training and checking elements may be credited towards compliance with ORO.FC.330 as approved by the authority under ORO.FC.145(c). Differences training & familiarisation training		
145	ORO.FC.125	Differences training and familiarisation training			(a) Flight crew members shall complete differences training or familiarisation when required by BAR 1 Part FCL. (b) Flight crew members shall complete equipment and procedure training when changing equipment or changing procedures requiring additional knowledge on types or variants currently operated. (c) The operations manual shall specify when such differences training or familiarisation or equipment and procedure training is required.		
146	AMC1 ORO.FC.125	Differences training, familiarisation, equipment and procedure training			(a) Differences training requires additional knowledge and training on the aircraft or an appropriate training device. It should be carried out: (1) in the case of aeroplanes, when operating another variant of an aeroplane of the same type or another type of the same class currently operated; or (2) in the case of helicopters, when operating a variant of a helicopter currently operated. (b) Familiarisation requires only the acquisition of additional knowledge. It should be carried out when operating another helicopter or aeroplane of the same type.		
147	AMC1 ORO.FC.125(b)	Differences training, familiarisation, equipment and procedure training – Specialised Operations If the differences training, familiarisation, equipment and procedure training includes training for SOPs related to a specialised operation, points (b) to (f) of AMC3 ORO.FC.120 should apply.					
148	AMC2 ORO.FC.125 GM1 ORO.FC.125	Differences training, familiarisation, equipment and procedure training - Operator Difference Requirements (ODRs)			When defining the needs for differences training, familiarisation or equipment training, the operator should make use of the concept of ODRs and of the methodology described in AMC1 ORO.FC.140(a), including the ODRs tables. The ODRs tables may result in different training programmes, depending on the training needs, regardless of		

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					the 'base aircraft' used to establish the table (e.g. the trainee may know the 'other aircraft' and be trained towards the 'base aircraft').		
149	AMC2 ORO.FC.125	Differences training, familiarisation, equipment and procedure training - Form of Operations — Single-Pilot Helicopters If the differences training, familiarisation, equipment or procedure training includes the conversion from single-pilot operations to multi-pilot operations and vice versa, it should take into account all elements described in AMC2 ORO.FC.120.					
150	GM1 ORO.FC.125(b)	Differences training, familiarisation, equipment and procedure training - General			Introducing a change of equipment and/or procedures on types or variants currently operated may require additional knowledge or additional training on the aircraft, or an appropriate training device, or both.		
151	GM2 ORO.FC.125(b)	Differences training, familiarisation, equipment and procedure training - Procedure Training — Standard Operating Procedures for Multi-Pilot Operations — Single-pilot Helicopters			MCC training is generic to all types. A pilot holding a certificate of completion of MCC training requires additional procedures training to implement the multi-pilot SOPs of a given single-pilot helicopter type. Recurrent training & checking		
152	ORO.FC.130	Recurrent training and checking			(a) Each FCM shall complete annual recurrent flight and ground training relevant to the type or variant of aircraft on which he/she operates, including training on the location and use of all emergency and safety equipment carried on board the aircraft. (b) Each FCM shall be periodically checked to demonstrate competence in carrying out normal, abnormal and emergency procedures.		
153	AMC1 ORO.FC.130(a) AMC1 ORO.FC.140(a)	Recurrent training and checking - Operations with Variations in Aircraft Configuration			AMC1 ORO.FC.140(a) should be used to determine the recurrent ground training and checking relevant to variations in aircraft configuration, if all of the following apply: (a) the pilot operates variations in aircraft configuration; (b) the aircraft operated do not all belong to the same group of types defined under ORO.FC.140(b); and (c) credit (as defined in point (a)(4) of AMC1 ORO.FC.140(a)) is sought		
154	GM1 ORO.FC.130	Recurrent training and checking – Periodic checks			(a) For CAT operations, the operator proficiency checks and the line checks are both part of the periodic checks. For EBT operators, the EBT module and the line evaluations of competence are both part of the periodic checks. (b) For SPO operations, the operator proficiency checks are part of the periodic checks. (c) For non-CAT operations, the periodic checks may include a line check.		
155	ORO.FC.230	Recurrent training and checking			Each FCM shall complete recurrent training and checking relevant to the type or variant, and associated equipment of aircraft on which they operate.		
156	ORO.FC.230	Recurrent training and checking			Each FCM shall undergo ground training and flight training in an FSTD or an aircraft, or a combination of FSTD and aircraft training, at least every 12 calendar months.		
157	AMC1 ORO.FC.230	Recurrent training and checking			For operations with other-than-complex motor-powered aeroplanes, all training and checking should be relevant to the type of operation and class of aeroplane on which the flight crew member operates with due account taken of any specialised equipment used.		
158	AMC1 ORO.FC.230	Recurrent training and checking			In the case of single-pilot operations, the recurrent checks referred to in (b)(1) and (3) should be performed in the single-pilot role in an environment representative of the operation.		
159	AMC1 ORO.FC.230	Recurrent training and checking – Use of FSTD			Training and checking provide an opportunity to practice abnormal/emergency procedures that rarely arise in normal operations and should be part of a structured		

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					programme of recurrent training. This should be carried out in an FSTD when available and accessible.		
160	AMC1 ORO.FC.230	Recurrent training and checking – Use of FSTD			The line check should be performed in the aircraft. All other training and checking should be performed in an FSTD, or, if it is not reasonably practicable to gain access to such devices, in an aircraft of the same type or in the case of emergency and safety equipment training, in a representative training device. The type of equipment used for training and checking should be representative of the instrumentation, equipment and layout of the aircraft type operated by the FCM.		
161	AMC1 ORO.FC.230	Recurrent training and checking – Use of FSTD			Because of the unacceptable risk when simulating emergencies such as engine failure, icing problems, certain types of engine(s) (e.g. during continued take-off or go-around, total hydraulic failure), or because of environmental considerations associated with some emergencies (e.g. fuel dumping) these emergencies should preferably be covered in an FSTD. If no FSTD is available, these emergencies may be covered in the aircraft using a safe airborne simulation, bearing in mind the effect of any subsequent failure, and the exercise must be preceded by a comprehensive briefing.		
162	AMC1 ORO.FC.230	Recurrent training and checking – Ground training			(i) The ground training programme should include: (A) aircraft systems; (B) 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; (C) abnormal and emergency procedures, which include pilot incapacitation as applicable; (D) a review of relevant samples of accident/incident and occurrences to increase awareness of the occurrences that may be relevant for the intended operation. (ii) Knowledge of the ground training should be verified by a questionnaire or other suitable methods.		
163	AMC1 ORO.FC.230	Recurrent training and checking – Ground training			The operator should ensure that training programmes include the relevant de-identified feedback from the management system, including occurrence reporting and flight data monitoring programmes.		
164	AMC1 ORO.FC.230	Recurrent training and checking – Aircraft/FSTD training			The aircraft/FSTD training programme should be established in a way that all major failures of aircraft systems and associated procedures will have been trained in the preceding 3-year period.(which failure and when, which failures are major for the A/C considered)		
165	AMC1 ORO.FC.230	Recurrent training and checking – Aircraft/FSTD training			When engine-out manoeuvres are carried out in an aircraft, the engine failure should be simulated.		
166	AMC1 ORO.FC.230	Recurrent training and checking – Aircraft/FSTD training			The recurrent aircraft/FSTD training of a single task or manoeuvre should be separate from, and should not take place at the same time as, an operator proficiency check of the item.		
167	AMC1 ORO.FC.230	Recurrent training and checking – Aircraft/FSTD training When the aircraft/FSTD training is conducted within 3 calendar months prior to the expiry of the 12 calendar months period, the next			aircraft/FSTD training should be completed within 12 calendar months of the original expiry date of the previous training.		
168	AMC1 ORO.FC.230	Recurrent training and checking – Aircraft/FSTD training – Helicopters			(A) If the operator is able to demonstrate, on the basis of a compliance and risk assessment, that alternating the use of an FSTD with the use of an aircraft for this training provides equivalent standards of training with safety levels similar to those achieved using an FSTD, the aircraft may be used (alternating with the use of an FSTD) for this training to the extent necessary. (B) Where a suitable FSTD is available and accessible, it should be used to complete the following additional items:		

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					— settling with power and vortex ring; — loss of tail rotor effectiveness.		
169	ORO.FC.230	Recurrent training and checking – OPC			Each FCM shall complete OPCs as part of the normal crew complement to demonstrate competence in carrying out normal, abnormal and emergency procedures.		
170	ORO.FC.230	Recurrent training and checking – OPC – IFR			When the flight crew member will be required to operate under IFR, the operator proficiency check shall be conducted without external visual reference, as appropriate.		
171	ORO.FC.230	Recurrent training and checking – OPC – Validity			The validity period of the operator proficiency check shall be six calendar months. The proficiency check shall be undertaken before commencing CAT operations.		
172	ORO.FC.230	Recurrent training and checking – OPC – Validity VFR day			For operations under VFR by day of performance class B aeroplanes conducted during seasons not longer than 8 consecutive months, one OPC shall be sufficient.		
173	AMC1 ORO.FC.230	Recurrent training and checking – OPC			The OPC may be combined with the skill test or proficiency check required for the issue, the revalidation or renewal of the aircraft type rating and with the skill test required for the issue of the ATPL licence.		
174	AMC1 ORO.FC.230	Recurrent training and checking – OPC – Aeroplanes			Operator proficiency checks should take place as part of the normal crew complement and should include, where applicable, the following manoeuvres as pilot flying: (A) rejected take-off when an FSTD is available to represent that specific aeroplane, otherwise touch drills only; (B) 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; (C) 3D approach operation to minima with, in the case of multi-engined aeroplanes, one-engine-inoperative; (D) 2D approach operation to minima; (E) at least one of the 3D or 2D approach operations should be an RNP APCH or RNP AR APCH operation; (F) missed approach on instruments from minima with, in the case of multi-engined aeroplanes, one-engine-inoperative; (G) landing with one-engine-inoperative. For single-engined aeroplanes, a practice forced landing is required.		
175	AMC1 ORO.FC.230	Recurrent training and checking – OPC – Helicopters			(A) The aircraft/FSTD checking programme should be established in a way that all major failures of aircraft systems and associated procedures will have been checked in the preceding 3-year period. The operator should define which failures are major for the purpose of the operator proficiency check based on a risk assessment, taking the following into account: (a) cautions or warnings associated with the failure; (b) the criticality of the situation or failure; (c) the outcome of the procedure (land immediately or as soon as possible as opposed to land as soon as practical); (d) when available, manufacturer documentation; and (e) the list of abnormal/emergency procedures described in point (e) (1) of AMC1 ORO.FC.220. In addition, for single-engined helicopters, each operator proficiency check should include at least the following procedures: (f) engine failure; (g) directional control failures and malfunctions; and (h) hydraulic failure as applicable. (B) When a group of single-engine turbine or single-engine piston helicopter types is defined for the purpose of extending the validity of the operator proficiency check, all		

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					major system failures should nevertheless be checked on every type within a 3-year cycle unless credits related to the training, checking and recent experience requirements are defined in the operational suitability data established for the relevant types or variants (C) For pilots required to engage in IFR operations, proficiency checks include the following additional normal/abnormal/emergency procedures: — 3D approach operation to minima; — go-around on instruments; — 2D approach operation to minima; — if relevant, at least one of the 3D or 2D approach operations should be an RNP APCH or RNP AR APCH operation; — 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; — where appropriate to the helicopter type, approach with flight control system/flight director system malfunctions, flight instrument and navigation equipment failures.		
176	AMC1 ORO.FC.230	Recurrent training and checking – OPC – Helicopters			(D) Before a flight crew member without a valid instrument rating is allowed to operate in VMC at night, they should be required to undergo a proficiency check at night. Thereafter, each second proficiency check should be conducted at night.		
177	AMC1 ORO.FC.230	Recurrent training and checking – OPC – Helicopters -Personnel			(E) Operator proficiency checks should be conducted with two qualified pilots in multi-pilot operations, and one qualified pilot in single-pilot operations. A pilot flying both single-pilot and multi-pilot operations should be checked in multi-pilot conditions with the essential malfunctions or manoeuvres below being also checked in the single-pilot role: (a) at least two abnormal or emergency manoeuvres relevant to the type based on a risk assessment; (b) one instrument approach for IFR operations.		
178	AMC1 ORO.FC.230	Recurrent training and checking – OPC – Helicopters			(F) The flight crew should be assessed on their CRM skills in accordance with the methodology described in AMC1 and AMC2 ORO.FC.115 and as specified in the operations manual.		
179	AMC1 ORO.FC.230	Recurrent training and checking – OPC – Helicopters			(G) If the operator is able to demonstrate, on the basis of a compliance and risk assessment, that alternating the use of an FSTD with the use of an aircraft for this training provides equivalent standards of checking with safety levels similar to those achieved using an FSTD, the aircraft may be used (alternating with the use of an FSTD) for this checking to the extent necessary.		
180	AMC1 ORO.FC.220&230	Operator recurrent training – Upset prevention & recovery training – Complex motor-powered aeroplanes with a MOPSC of more than 19			Upset prevention training should: (1) consist of ground training and flight training in an FSTD or an aeroplane; (2) include upset prevention elements in Table 1 of AMC1 ORO.FC.220&230 for the recurrent training programme at least every 12 calendar months, such that all the elements are covered over a period not exceeding 3 years. Upset recovery training should: (1) consist of ground training and flight training in an FFS qualified for the training task; (2) be completed from each seat in which a pilot's duties require him/her to operate; and (3) include the recovery exercises in Table 2 AMC1 ORO.FC.220&230 for the recurrent training programme, such that all the exercises are covered over a period not exceeding 3 years. The operator should ensure that personnel providing FSTD UPRT are competent and current to deliver the training, and understand the capabilities and limitations of the device used.		

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181	AMC2 ORO.FC.220&230	Operator recurrent training – Upset prevention & recovery training – Complex motor-powered aeroplanes with a MOPSC of 19 or less			Upset prevention training should: (1) consist of ground training and flight training in an FSTD or an aeroplane; (2) include upset prevention elements in Table 1 of AMC1 ORO.FC.220&230 for the recurrent training programme at least every 12 calendar months, such that all the elements are covered over a period not exceeding 3 years. Upset recovery training should: (1) consist of ground training and flight training in an FFS qualified for the training task; if available (2) be completed from each seat in which a pilot's duties require him/her to operate; and (3) include the recovery exercises in Table 2 AMC1 ORO.FC.220&230 for the recurrent training programme, such that all the exercises are covered over a period not exceeding 3 years. The operator should ensure that personnel providing FSTD UPRT are competent and current to deliver the training, and understand the capabilities and limitations of the device used.		
182	ORO.FC.230	Recurrent training and checking – Line check			Each flight crew member shall complete a line check on the aircraft. The validity period of the line check shall be 12 calendar months.		
183	AMC1 ORO.FC.230	Recurrent training and checking – Line check			A Line check should establish the ability to perform satisfactorily a complete line operation, including pre-flight and post-flight procedures and use of the equipment provided, as specified in the operations manual. The route chosen should be such as to give adequate representation of the scope of a pilot's normal operations. When weather conditions preclude a manual landing, an automatic landing is acceptable. The commander, or any pilot who may be required to relieve the commander, should also demonstrate their ability to 'manage' the operation and take appropriate command decisions.		
184	AMC1 ORO.FC.230	Recurrent training and checking – Line check			CRM assessment alone should not be used as a reason for a failure of the line check.		
185	AMC1 ORO.FC.230	Recurrent training and checking – Line check			When pilots are assigned duties as pilot flying and pilot monitoring, they should be checked in both functions.		
186	AMC1 ORO.FC.230	Recurrent training and checking – Line check – Personnel			A line check should be conducted by a commander nominated by the operator. The operator should maintain a list of nominated commanders and inform the competent authority about the persons nominated. The person conducting the line check should occupy an observer's seat where installed.		
187	AMC1 ORO.FC.230	Recurrent training and checking – Line check			(A) For aeroplanes, in the case of long-haul operations where additional operating flight crew are carried, the person conducting the line check may fulfil the function of a cruise relief pilot and should not occupy either pilot's seat during take-off, departure, initial cruise, descent, approach and landing. (B) If an observer's seat is not installed but a forward-facing passenger seat allows a good view and sound of the cockpit and the crew, this seat should be used as an observer's seat. (C) If an observer's seat is not available and cannot be installed, the commander nominated by the operator should occupy a pilot seat to conduct the line check.		
188	AMC1 ORO.FC.230	Recurrent training and checking – Line check CRM Assessment			(A) The CRM assessment taking place during the line check should be solely based on observations made during the initial briefing, cabin briefing, flight crew compartment briefing and those phases where the line checker occupies the observer's seat. (B) If an observer's seat is not available and cannot be installed, then the operator should define the best way to assess CRM taking into account the CRM principles above.		

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189	AMC1 ORO.FC.230	Recurrent training and checking – Line check Complementary CRM Assessment			If a suitable FSTD is available and accessible for operator proficiency checks or FSTD training, then a CRM assessment should take place in a line-oriented flight scenario (LOFT or line-oriented section of the OPC) of an FSTD session. This assessment complements the CRM assessment taking place during the line check, but is not part of the line check.		
190	AMC1 ORO.FC.230	Recurrent training and checking – Line check			Where a pilot is required to operate as pilot flying and pilot monitoring, they should be checked on one flight sector as pilot flying and on another flight sector as pilot monitoring.		
191	ORO.FC.230	Recurrent training and checking – Emergency & safety equipment training & checking			Each FCM shall complete training and checking on the location and use of all emergency and safety equipment carried. The validity period of an emergency and safety equipment check shall be 12 calendar months.		
192	AMC1 ORO.FC.230	Recurrent training and checking – Emergency & safety equipment training (i) Emergency and safety equipment training may be combined with emergency and safety equipment checking and should be conducted in an aircraft or a suitable alternative training device.					
193	AMC1 ORO.FC.230	Recurrent training and checking – Emergency & safety equipment training			(ii) Every year the emergency and safety equipment training programme should include the following: (A) actual donning of a life-jacket, where fitted; (B) actual donning of protective breathing equipment, where fitted; (C) actual handling of fire extinguishers of the type used; (D) instruction on the location and use of all emergency and safety equipment carried on the aircraft; (E) instruction on the location and use of all types of exits; (F) security procedures.		
194	AMC1 ORO.FC.230	Recurrent training and checking – Emergency & safety equipment training			(iii) Every 3 years the programme of training should include the following: (A) actual operation of all types of exits; (B) demonstration of the method used to operate a slide where fitted; (C) actual fire-fighting using equipment representative of that carried in the aircraft on an actual or simulated fire except that, with Halon extinguishers, an alternative extinguisher may be used; (D) the effects of smoke in an enclosed area and actual use of all relevant equipment in a simulated smoke-filled environment; (E) actual handling of pyrotechnics, real or simulated, where applicable; (F) demonstration in the use of the life-rafts where fitted. In the case of helicopters involved in extended over water operations, demonstration and use of the life-rafts. Helicopter water survival training Where life-rafts are fitted for helicopter extended overwater operations (such as sea pilot transfer, offshore operations, regular, or scheduled, coast-to-coast overwater operations), a comprehensive wet drill to cover all ditching procedures should be practised by aircraft crew. This wet drill should include, as appropriate, practice of the actual donning and inflation of a life-jacket, together with a demonstration or audio-visual presentation of the inflation of life-rafts. Crews should board the same (or similar) life-rafts from the water whilst wearing a life-jacket. Training should include the use of all survival equipment carried on board life-rafts and any additional survival equipment carried separately on board the aircraft; - consideration should be given to the provision of further specialist training such as underwater escape training. Where operations are predominately conducted offshore, operators should conduct 3-yearly helicopter underwater escape training at an appropriate facility;		

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					- wet practice drill should always be given in initial training unless the crew member concerned has received similar training provided by another operator; (G) particularly in the case where no cabin crew is required, first-aid, appropriate to the aircraft type, the kind of operation and crew complement.		
195	AMC1 ORO.FC.230	Recurrent training and checking – Emergency & safety equipment training			(iv) The successful resolution of aircraft emergencies requires interaction between flight crew and cabin/technical crew and emphasis should be placed on the importance of effective coordination and two-way communication between all crew members in various emergency situations.		
196	AMC1 ORO.FC.230	Recurrent training and checking – Emergency & safety equipment training			(v) Emergency and safety equipment training should include joint practice in aircraft evacuations so that all who are involved are aware of the duties other crew members should perform. When such practice is not possible, combined flight crew and cabin/technical crew training should include joint discussion of emergency scenarios.		
197	AMC1 ORO.FC.230	Recurrent training and checking – Emergency & safety equipment training			(vi) Emergency and safety equipment training should, as far as practicable, take place in conjunction with cabin/technical crew undergoing similar training with emphasis on coordinated procedures and two-way communication between the flight crew compartment and the cabin.		
198	AMC1 ORO.FC.230	Recurrent training and checking – Emergency & safety equipment checking The items to be checked should be those for which training has been carried out in accordance with (a)(2) of AMC1 ORO.FC.230.					
199	AMC1 ORO.FC.230	Recurrent training and checking – Flight crew incapacitation training (except single pilot operations)			(1) Procedures should be established to train flight crew to recognize and handle flight crew incapacitation. This training should be conducted every year and can form part of other recurrent training. It should take the form of classroom instruction, discussion, audio-visual presentation or other similar means. (2) If an FSTD is available for the type of aircraft operated, practical training on flight crew incapacitation should be carried out at intervals not exceeding 3 years.		
200	ORO.FC.230	Recurrent training and checking – CRM training			(1) Elements of CRM shall be integrated into all appropriate phases of the recurrent training. (2) Each FCM shall undergo specific modular CRM training. All major topics of CRM training shall be covered by distributing modular training sessions as evenly as possible over each three-year period.		
201	AMC1 ORO.FC.230 AMC1 ORO.FC.115	Recurrent training and checking – CRM training			Elements of CRM training, as specified in Table 1 of AMC1 ORO.FC.115, should be integrated into all appropriate phases of recurrent training.		
202	AMC1 ORO.FC.115	Recurrent training and checking – CRM training			(1) Annual recurrent CRM training should be provided in such a way that all CRM training elements specified for the annual recurrent training in Table 1 of (g) AMC1 ORO.FC.115 are covered over a period not exceeding 3 years. (2) Operators should update their CRM recurrent training programme over a period not exceeding 3 years. The revision of the programme should take into account information from the operator's management system including the results of the CRM assessment.		
203	AMC1 ORO.FC.115	CRM – Combined training			(i) Operators should provide combined training for flight crew, cabin crew and technical crew during recurrent CRM training. (ii) The combined training should address at least: (A) effective communication, coordination of tasks and functions of flight crew, cabin crew and technical crew; and		

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					(B) mixed multinational and cross-cultural flight crew, cabin crew and technical crew, and their interaction, if applicable. (iii) The combined training should be expanded to include medical passengers, if applicable to the operation. (iv) Combined CRM training should be conducted by flight crew CRM trainer or cabin crew CRM trainer. (v) There should be an effective liaison between flight crew, cabin crew and technical crew training departments. Provision should be made for transfer of relevant knowledge and skills between flight crew, cabin crew and technical crew CRM trainers.		
204	GM3 ORO.FC.115	CRM – Combined training – Minimum times			(a) The following minimum training times are appropriate: (1) multi-pilot operations: (i) combined CRM training: 6 training hours over a period of 3 years, or, for EBT operators, a minimum of 3 training hours within 3 years; and (ii) initial operator's CRM training: 18 training hours with a minimum of 12 training hours in classroom training; (2) initial operator's CRM training for single-pilot operations: 6 training hours; and (3) flight crew CRM trainer: (i) basic training: (A) 18 training hours for trainees holding an instructor certificate for complex motor-powered aircraft, as specified in BAR 1 Part FCL, which includes 25-hour training in teaching and learning; or (B) 30 training hours for trainees who do not hold an instructor certificate as specified in (A); and (ii) refresher training: 6 training hours. (b) 'Training hours' means actual training time excluding breaks and assessment.		
205	ORO.FC.231 (a)	(1) Evidence-based training Programme			The operator may substitute the requirements of ORO.FC.230 by establishing, implementing, and maintaining a suitable EBT programme approved by the competent authority. The operator shall demonstrate its capability to support the implementation of the EBT programme (including an implementation plan) and perform a safety risk assessment demonstrating how an equivalent level of safety is achieved.		
206	ORO.FC.231 (a)	(2) Evidence-based training Programme			The EBT programme shall: (i) correspond to the size of the operator, and the nature and complexity of its activities, taking into account the hazards and associated risks inherent in those activities. (ii) ensure pilot competence by assessing and developing pilot competencies required for a safe, effective and efficient operation of aircraft. (iii) ensure that each pilot is exposed to the assessment and training topics derived in accordance with ORO.FC.232. (iv) include at least six EBT modules distributed across a 3-year programme; each EBT module shall consist of an evaluation phase and a training phase. The validity period of a EBT module shall be 12 months;		
207	ORO.FC.231 (a)	(2) (A) Evidence-based training Programme – Evaluation Phase			The evaluation phase comprises a line-orientated flight scenario (or scenarios) to assess all competencies and identify individual training needs.		
208	ORO.FC.231 (a)	(2) (B) Evidence-based training Programme – Training Phase			The training phase comprises: (a) the manoeuvres training phase, comprising training to proficiency in certain defined manoeuvres. (b) the scenario-based training phase, comprising a line-orientated flight scenario (or scenarios) to develop competencies and address individual training needs. The training phase shall be conducted in a timely manner after the evaluation phase.		

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209	ORO.FC.231 (a)	(3) Evidence-based training Programme – Enrolment			The operator shall ensure that each pilot enrolled in the EBT programme completes: (i) a minimum of two EBT modules within the validity period of the type rating, separated by a period of not less than 3 months. The EBT module is completed when: (A) the content of the EBT programme is completed for that EBT module (exposure of the pilot to the assessment and training topics); and (B) an acceptable level of performance in all observed competencies has been demonstrated. (ii) line evaluation(s) of competence; and (iii) ground training.		
210	ORO.FC.231 (a)	(4) Evidence-based training Programme – Instructor Standardisation and Concordance			The operator shall establish an EBT instructor standardisation and concordance assurance programme to ensure that the instructors involved in EBT are properly qualified to perform their tasks. (i) All instructors must be subject to this programme. (ii) The operator shall use appropriate methods and metrics to assess concordance. (iii) The operator shall demonstrate that the instructors have sufficient concordance.		
211	ORO.FC.231 (a)	(5) Evidence-based training Programme – Contingency procedures			The EBT programme may include contingency procedures for unforeseen circumstances that could affect the delivery of the EBT modules. The operator shall demonstrate the need for those procedures. The procedures shall ensure that a pilot does not continue line operations if the performance observed was below the minimum acceptable level. They may include: (i) a different separation period between EBT modules; and (ii) different order of the phases of the EBT module.		
212	AMC1.ORO.FC.231 (a) Evidence-based training – Programme Suitability	AMC1.ORO.FC.231 (a) Evidence-based training – Programme Suitability			An operator's EBT programme is one in which: (a) training is focused on development of competencies, rather than repetition of tasks; (b) the development of the programme is based on data-driven EBT training topics with a link to the operator's competency framework; (c) training needs are addressed through training based on underlying competencies; (d) the programme includes: (1) an evaluation phase to identify training needs based on competencies and collect population-based data; to identify the training needs means, the root cause of the deficiency observed should be identified rather than the symptoms of the deficiency; (2) a manoeuvres training phase (skill retention): to train skill-based manoeuvres (body memory actions). These manoeuvres should place a significant demand on a proficient pilot; and (3) a scenario-based training phase to focus on identified training needs based on competencies rather than repetition of tasks; (e) the programme includes the conduct of objective observations based on a competency framework, and documents evidence of the behaviour observed; (f) there is a customisation of syllabi: (1) The operator should describe in the operations manual the procedure to customise syllabi. It should include how to: (i) select the example scenario elements within a training topic that should be included in the EBT programme; and (ii) contextualise the example scenario elements based on the operator's operational data (e.g. input from SMS, FDM programme, etc.) and training data. (2) This customisation should be based on evidence both internal and external to the operator; (g) performance is evaluated using a competency-based grading system; (h) instructors grade competencies based on observable behaviours (OBs);		

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					(i) instructors grade the pilot using a defined methodology —observe, record, classify and assess/evaluate (ORCA) is recommended; (j) instructors have completed the EBT instructor standardisation; (k) instructors have sufficient concordance based on defined criteria (instructor concordance assurance programme); (l) the analysis of the pilot's performance is used to determine competency-based training needs; (m) there is a range of teaching styles during simulator training to accommodate trainee learning needs; and (n) facilitation techniques in debriefing are incorporated.		
213	AMC2.ORO.FC.231 (a) Evidence-based training – UPRT	AMC2.ORO.FC.231 (a) Evidence-based training – UPRT			UPSET PREVENTION AND RECOVERY TRAINING (UPRT) FOR COMPLEX MOTOR-POWERED AEROPLANES WITH A MAXIMUM OPERATIONAL PASSENGER SEATING CONFIGURATION (MOPSC) OF MORE THAN 19 Operators approved for EBT should follow the provisions for upset prevention and recovery training (UPRT) contained in AMC1 ORO.FC.220&230 'Operator conversion training and checking & recurrent training and checking'. These provisions should be included in the tables of assessment and training topics detailed in ORO.FC.232.		
214	AMC3.ORO.FC.231 (a) Evidence-based training – Personnel Conducting Assessment	and Providing Training			(a) Ground and refresher training should be provided by suitably qualified personnel. (b) For non-EBT assessment and training: flight training should be provided by a flight instructor (FI), type rating instructor (TRI) or class rating instructor (CRI) or, in the case of the FSTD content, a synthetic flight instructor (SFI). The FI, TRI, CRI or SFI should satisfy the operator's standardisation, experience, and knowledge requirements. (c) Emergency and safety equipment training should be provided by suitably qualified personnel. (d) CRM training should be provided by an EBT instructor or, for the classroom CRM training, a CRM trainer. (e) Additional personnel requirements are described in ORO.FC.146 and ORO.FC.231 and in the associated AMC and GM.		
215	AMC1.ORO.FC.231 (a) (1)	Evidence-based training – Experience in mixed EBT to substitute ORO.FC.230			(a) The operator should have a minimum experience of 3 years of a mixed EBT programme. Note: More information on a mixed EBT programme is provided in AMC1 ORO.FC.A.245 (g), GM1 ORO.FC.230(a);(b);(f) and in GM2/3 ORO.FC.A.245, GM1 ORO.FC.A.245(e)(2). (b) The operator should demonstrate 2 years of an instructor concordance assurance programme. (c) The operator should demonstrate 1 year of a valid equivalency of malfunctions. (d) The operator should demonstrate 1 year of integration of the training data in the customization of the EBT programme and SMS data for the contextualisation of the example scenario elements. (e) The operator should demonstrate that there is a verification of the grading system and feedback is provided to the training system performance and to the instructor standardisation concordance assurance. SUBSTITUTION OF THE REQUIREMENTS OF ORO.FC.230 (f) One complete EBT module substitutes one operator proficiency check (OPC). (g) The line evaluation of competence substitutes the line check.		
216	AMC1.ORO.FC.231 (a) (2)	Evidence-based training Programme and assessment and training topics. - Resilience			(a) Compliance with the table of assessment and training topics ensures that crews are presented with an array of realistic changing events that allow for resilience development purposes. (b) The EBT programme should be designed observing the following principles for resilience development:		

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					(1) Resilience, surprise, and unexpected events The EBT programme should be designed in such a way that in every cycle the simulator session (or part of it) allows variations so that the pilots are not familiar with the scenarios presented in the simulator session. Variations should be the focus of EBT programme design and should not be left to the discretion of individual instructors, in order to preserve programme integrity and fairness. (2) Resilience and decision-making (dilemma) The EBT programme should be designed in such a way that in every cycle the crews are exposed to a scenario where more than one possible and less than ideal solutions exist, with some unfavourable conditions attached to each solution.		
217	AMC2.ORO.FC.231 (a) (2)	Evidence-based training – Validity of EBT Module			(a) The validity period should be counted from the end of the month when the module was completed. When the module is undertaken within the last 3 months of the validity period, the new validity period should be counted from the original expiry date. (b) In the context of ORO.FC.130 point (a), the pilot should have a valid module.		
218	AMC1.ORO.FC.231 (a) (3)	Evidence-based training – Enrolment			(a) Enrolment is when a flight crew member commences the first EBT module. (b) A flight crew member is considered to leave the operator's EBT programme (de-enrolled) when the operator is no longer responsible for the administrative action for the flight crew's licence revalidation under an EBT programme. (c) The operator should inform the flight crew members who fail to demonstrate an acceptable level of competence and leave the operator's EBT programme (de-enrolled) that they should not exercise the privileges of that type rating.		
219	AMC1.ORO.FC.231 (a) (4)	Evidence-based training – Instructor Concordance Assurance Programme (ICAP)			(a) The ICAP should be able to identify areas of weak concordance to drive improvement in the quality and validity of the grading system. (b) The ICAP should be adapted to the size and complexity of the instructors' group and the complexity of the operator's EBT programme. (c) Complex operators should include an ICAP-specific data analysis, demonstrating: (1) instructor-group assessment homogeneity (agreement); (2) instructor assessment accuracy (alignment). (d) The operator should verify the concordance of the instructors: (1) once every cycle; (2) for a sufficient number of competency-grade combinations. (e) The operator should establish procedures to address those instructors who do not meet the standards required. (f) The operator should maintain a list with the EBT instructors qualified to deliver the EBT programme.		
220	AMC1.ORO.FC.231 (a) (5)	Evidence-based training Programme – Contingency procedures for unforeseen circumstances that may affect the delivery of the module. The operator should detail in the EBT programme the contingency procedures in the event of unforeseen circumstances that may affect the delivery of the module (e.g. long-term sick pilot). As detailed in the AMC1.ORO.FC.231 (a)(5).					
221	ORO.FC.231 (b)	Evidence-based training Programme – Competency Framework			The operator shall use a competency framework for all aspects of assessment and training within an EBT programme. The competency framework shall: (1) be comprehensive, accurate, and usable. (2) include observable behaviours required for safe, effective, and efficient operations. (3) include a defined set of competencies, their descriptions, and their associated observable behaviours.		

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222	AMC1.ORO.FC.231 (b) Evidence-based training Programme – Competency	Framework The operator should include in its EBT programme at least the competencies listed in this AMC with the Observable behaviours (OB) indicated.					
223	AMC2.ORO.FC.231 (b) Evidence-based training Programme – Adapted Competency	Model			(a) An operator seeking to develop an adapted competency model under ORO.GEN.120 should: (1) identify positive behaviours and use language that avoids ambiguity; and (2) demonstrate equivalence to the recommended EBT competencies in AMC1 ORO.FC.231(b). (b) In order to demonstrate equivalence, the operator should map the competencies and observable behaviours to the recommended EBT competencies. (c) When the operator is translating AMC1 ORO.FC.231(b) into its common language, the application of ORO.GEN.120 may not be necessary. The translation may not be literal		
224	ORO.FC.231 (c)	Evidence-based training Programme – Training System Performance			(1) The EBT system performance shall be measured and evaluated through a feedback process in order to: (i) validate and refine the operator's EBT programme. (ii) ascertain that the operator's EBT programme develops pilot competencies. (2) The feedback process shall be included in the operator's management system. (3) The operator shall develop procedures governing the protection of EBT data.		
225	AMC1 ORO.FC.231 (c)	Evidence-based training Programme – Training System Performance – Feedback Process			(a) Feedback process is the continuous process of collecting and analysing assessment and training data from an EBT programme. (b) The feedback process should use defined metrics to collect data in order to: (1) identify trends and ensure corrective action where necessary; (2) identify collective training needs; (3) review, adjust and continuously improve the training programme; (4) further develop the training system; and (5) standardise the instructors (when the standardisation and concordance assurance programme is integrated into the training system performance). (c) The following defined metrics should be collected as a minimum: (1) level 0 grading metrics (competent metrics): data metrics providing the information whether the pilot(s) is (are) competent or not; (2) level 1 grading metrics (competency metrics): quantifiable data from the grading system — numeric grade of the competencies (e.g. 1 to 5); (3) level 2 grading metrics (observable behaviour metrics): the instructors record predetermined OBs during the session; (4) level 3 grading metrics (other metrics): the instructors may record other data (e.g. abstract, specific tasks, actions, questions, etc.). (d) Alternatively, where a system for the measurement of training system performance already exists, the operator may use it and, if necessary, adapt it to meet the demands of EBT.		
226	AMC2 ORO.FC.231 (c)	Evidence-based training Programme – Data Protection – Grading system (a) The objective of protecting the EBT data is to avoid inappropriate use of it in order to ensure the continued availability of such data, to maintain and improve pilot competencies.			(b) The data access and security policy should restrict information access to authorised persons. (c) The data access and security policy should include the measures to ensure the security of the data (e.g. information security standard). (d) The data access and security policy (including the procedure to prevent disclosure of crew identity) should be agreed by all parties involved (airline management and flight crew member representatives nominated either by the union or the flight crew themselves).		

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					(e) The data access and security policy should be in line with the organisation safety policy in order to not make available or to not make use of the EBT data to attribute blame or liability. (f) The operator may integrate the security policy within other management systems already in place (e.g. information security management).		
227	ORO.FC.231 (d)	Evidence-based training Programme – Grading System			(1) The operator shall use a grading system to assess the pilot competencies. The grading system shall ensure: (i) a sufficient level of detail to enable accurate and useful measurements of individual performance. (ii) a performance criterion and a scale for each competency, with a point on the scale which determines the minimum acceptable level to be achieved for the conduct of line operations. The operator shall develop procedures to address low performance of the pilot. (iii) data integrity. (iv) data security. (2) The operator shall verify at regular intervals the accuracy of the grading system against a criterionreferenced system.		
228	AMC1.ORO.FC.231 (d) (1)	Evidence-based training Programme – Grading System			(a) The grading system should provide quantifiable data for the measurement of the training system performance. (b) The grading scale should be 1 to 5, where: (1) Grade 1 — NOT COMPETENT — determines that the minimum acceptable level of performance was not achieved for the conduct of line operations. An outcome of ADDITIONAL TRAINING REQUIRED, and level 2 grading metrics should be recorded. (2) Grade 2 to 5 determine an outcome of COMPETENT for the conduct of line operations. (3) Grade 2 (below the average) determines that the minimum acceptable level was achieved for the conduct of line operations. Additionally, level 2 grading metrics should be recorded. Minimum performance indicates a need for training (e.g. tailored or additional) to elevate performance. It includes: (i) a competency graded continuously with 2 in multiple modules, or (ii) the majority of competencies graded with 2 in a module. (4) Grade 3 is the average. (5) Grade 4 determines that the pilot is above the average. (6) Grade 5 (exemplary) determines that the pilot is above the average and the outcome is enhanced safety, effectiveness and efficiency. (c) The operator should develop further grading guidance to the above points to help the instructors determine the grade of the pilots they assess.		
229	AMC2.ORO.FC.231 (d) (1)	Evidence-based training Programme – Grading System Alternative System			(a) An operator seeking to develop an alternative grading system under ORO.GEN.120 should: (1) provide quantifiable data for the measurement of the training system performance; and (2) demonstrate equivalence to the recommended grading system in AMC1 ORO.FC.231(d)(1). (b) The grading scale for each competency should: (1) determine the grade at which the performance is considered: (i) NOT COMPETENT for the conduct of line operations. An outcome of ADDITIONAL TRAINING REQUIRED and level 2 grading metrics should be recorded; and (ii) COMPETENT for the conduct of line operations; and (2) determine for the pilot whose performance is considered competent for the conduct of line operations:		

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					(i) if the pilot needs more training (e.g. tailored or additional training) to elevate their performance to the operator specified norm; (ii) if the pilot is at the operator specified norm; (ii) if the pilot is above the average (it can be one or more grades e.g. above the average and exemplary). (c) The operator should develop further guidance to the above points to help the instructors determine the grade of the pilots they assess.		
230	AMC3.ORO.FC.231 (d) (1)	Evidence-based training Programme – Grading System -ORCA Refer to AMC for details					
231	AMC4.ORO.FC.231 (d) (1)	Evidence-based training Programme – Grading System VENN Model Refer to AMC for details					
232	AMC1.ORO.FC.231 (d) (2)	Evidence-based training Programme – Verification of the accuracy of the grading system			(a) The purpose is to provide data to assess the accuracy of the grading system. (b) The items defined below are based on Part-FCL Appendix 9. They should be included in the EVAL and MT of the applicable module. The minimum items to be included are: rejected take-off, failure of critical engine between V1 & V2, 3D approaches down to a decision height (DH) not less than 60 m (200 ft), engine-out approach & go-around, 2D approach down to the MDH/A, engine-out approach & go-around, engine-out landing. (c) Instructors should record if the exercises are flown to proficiency using Appendix 9 references (define criteria). Note: Individual pilots' grading and assessment remains according to the EBT grading system and Appendix 10. (d) This verification should be performed once every 3 years.		
233	ORO.FC.231 (e)	Evidence-based training Programme – Suitable Training Devices and Volume of Hours to Complete the Operator's EBT programme			(1) Each EBT module shall be conducted in an FSTD with a qualification level adequate to ensure the correct delivery of the assessment and training topics. (2) The operator shall provide a sufficient volume of hours in the suitable training device for the pilot to complete the operator's EBT programme. The criteria to determine the volume of the EBT programme are as follows: (i) The volume corresponds to the size and complexity of the EBT programme. (ii) The volume is sufficient to complete the EBT programme. (iii) The volume ensures an effective EBT programme taking into account the recommendations provided by ICAO, the Agency, and the competent authority. (iv) The volume corresponds to the technology of the training devices used.		
234	AMC1 ORO.FC.231 (e)	Evidence-based training Programme – Volume and FSTD Qualification Level			(a) The EBT programme has been developed to include a notional exemplar of 48 FSTD hours over a 3-year programme for each flight crew member. (b) Subject to ORO.GEN.120, the operator may reduce the number of FSTD hours provided that an equivalent level of safety is achieved. The programme should not be less than 36 FSTD hours. (c) Each EBT module should be conducted in an FSTD with a qualification level adequate to complete proficiency checks; therefore, it should be conducted in a full-flight simulator (FFS) level C or D.		
235	ORO.FC.231 (f)	Evidence-based training Programme – Equivalency of malfunctions			(1) Each pilot shall receive assessment and training in the management of aircraft system malfunctions. (2) Aircraft system malfunctions that place a significant demand on a proficient crew shall be organised by reference to the following characteristics: (i) immediacy. (ii) complexity. (iii) degradation of aircraft control.		

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					(iv) loss of instrumentation. (v) management of consequences. (3) Each pilot shall be exposed to at least one malfunction for each characteristic at the frequency determined by the table of assessment and training topics. (4) Demonstrated proficiency in the management of one malfunction is considered equivalent to demonstrated proficiency in the management of other malfunctions with the same characteristics.		
236	AMC1 ORO.FC.231 (f)	Evidence-based training Programme – Equivalency of malfunctions			(a) The equivalency of malfunctions process should be undertaken by subject matter experts (SMEs) who hold or have held a type rating on the aeroplane type. (b) Steps of the equivalency of malfunctions Step 1: Look at (review) all aircraft system malfunctions provided by the OEM. For example, FCOM for Airbus, or AFM for other manufacturers, does not normally provide an exhaustive list of malfunctions. Step 2: Determine and retain in a list only malfunctions that place a significant demand on a proficient crew, in isolation from an environmental or operational context. Step 3: For each retained malfunction, determine the applicable characteristic or characteristics. Step 4: Develop the EBT FSTD programme to incorporate malfunctions at the frequency specified in the table of assessment and training topics. (c) Malfunctions included in the equivalency of malfunctions but not included in the EBT FSTD programme require review and appropriate procedural knowledge training, conducted in a less qualified but suitable alternative environment (classroom, flight procedure training device, advance computer-based training, aviation blended learning environment (ABLE), etc.). Further guidance can be found in the EASA EBT manual. (d) The operator should establish procedures to determine what malfunctions should be included in the FSTD. This may include a different malfunction difficulty between the EVAL and the SBT.		
237	AMC1 ORO.FC.231 (f) (3)	Evidence-based training Programme – Crew exposure to at least one malfunction for each characteristic			(a) Unless specified in the OSD, each crew member should be exposed to the characteristics of degraded control and loss of instrumentation in the role of pilot flying. (b) Notwithstanding point (a), for aircraft types with a limited number of malfunctions in the characteristic of degraded control or loss of instrumentation, the operator may use an alternative means of compliance in accordance with ORO.GEN.120		
238	ORO.FC.231 (g)	Evidence-based training Programme – Equivalency of approaches relevant to operations			1) The operator shall ensure that each pilot receives regular training in the conduct of approach types and approach methods relevant to operations. (2) This training shall include approaches that place an additional demand on a proficient crew. (3) This training shall include the approaches that require specific approval in accordance with Annex V (PartSPA) to this Regulation		
239	AMC1 ORO.FC.231 (g)	Evidence-based training Programme – Approaches that place additional demand on a proficient crew			(a) In order to identify approaches that place an additional demand on a proficient crew, an operator should: (1) review its operational network; (2) select approaches with one or more of the following characteristics: (i) unusual design; (ii) low frequency of exposure; and (iii) degraded approach guidance; (3) select at least one approach of each type and method and include them in the EBT programme at the frequency given in the table of assessment and training topics; and		

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					(4) ensure the approaches selected in (3) cover all the characteristics at the frequency given in the table of assessment and training topics. Note: The approaches listed within Section 2 of the table of assessment and training topics should be selected in this process. (b) Any approach that is required to be flown in the PF role specifically should be classified as 'skills retention' and may be trained in the MT.		
240	AMC2 ORO.FC.231 (g)	Evidence-based training Programme – Equivalency of approaches relevant to operations – Specific Approval			The operator may extend the interval for recurrent training and checking of approaches that require specific approval as defined in the AMC to Part-SPA (e.g. SPA.LVO) to the frequency given in the EBT programme.		
241	ORO.FC.231 (h)	Evidence-based training Programme – Line Evaluation of competence.			1) Each pilot shall periodically undertake a line evaluation of competence in an aircraft to demonstrate the safe, effective and efficient conduct of normal line operations described in the operations manual. (2) The validity period of a line evaluation of competence shall be 12 months. (3) The operator approved for EBT may, with the approval of the competent authority, extend the validity of the line evaluation of competence to: (i) either 2 years, subject to a risk assessment. (ii) or 3 years, subject to a feedback process for the monitoring of line operations which identifies threats to the operations, minimises the risks of such threats, and implements measures to manage human error in the operations. (4) For successful completion of the line evaluation of competence, the pilot shall demonstrate an acceptable level of performance in all observed competencies.		
242	AMC1 ORO.FC.231 (h)	Evidence-based training Programme – Line Evaluation of competence.			(a) The purpose of the line evaluation of competence is to verify the capability of the flight crew member(s) to undertake line operations, including pre-flight and post-flight activities as specified in the operations manual. Therefore, the line evaluation of competence should be performed in the aircraft. The route should be representative of typical sectors undertaken in normal operations. The commander, or any pilot who may be required to relieve the commander, should also demonstrate their competency in the role. (b) Each flight crew member should be assessed according to the competency framework and grading system approved for their operator's EBT Programme. (c) Flight crew members should be assessed in duties as pilot flying and pilot monitoring; they should be evaluated in each role. Therefore, they should be checked on one flight sector as pilot flying and on another flight sector as pilot monitoring. (d) The operator should maintain a list and inform the competent authority about the line evaluators suitably qualified to undertake line evaluations of competence. (e) The person that conducts the line evaluation of competence should occupy an observer's seat. For aeroplanes, in the case of long-haul operations where additional operating flight crew members are carried, the person that conducts the line evaluation of competence may fulfil the function of a cruise relief pilot and should not occupy either pilot's seat during take-off, departure, initial cruise, descent, approach and landing. (f) The validity period should be counted from the end of the month when the line evaluation of competence was undertaken. When the line evaluation of competence is undertaken within the last 3 months of the validity period, the new validity period should be counted from the original expiry date.		
243	AMC2 ORO.FC.231 (h)	Evidence-based training Programme – Line Evaluation of competence – Line Evaluator (a) The line evaluator should have a valid line evaluation of competence.					

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		(b) The line evaluator should receive an acceptable training based on the EBT instructor training. The EBT assessment of competence is not required.					
244	AMC1 ORO.FC.231 (h) (3)	Evidence-based training Programme – Line Evaluation of competence – Extension of the validity			In order to extend the validity of the line evaluation of competence to: (a) 2 years, in every cycle, one EVAL for each pilot should be conducted by an EBT instructor (EBT instructors) who has (have) a valid line evaluation of competence in the same operator; (b) 3 years, in addition to point (a) above, the operator should have a feedback process for the monitoring of line operations which: (1) identifies threats in the airline's operating environment; (2) identifies threats within the airline's operations; (3) assesses the degree of transference of training to the line operations; (4) checks the quality and usability of procedures; (5) identifies design problems in the human-machine interface; (6) understands pilots' shortcuts and workarounds; and (7) assesses safety margins.		
245	ORO.FC.231 (i)	Evidence-based training Programme – Ground Training			(1) Every 12 calendar months, each pilot shall undergo: (i) technical ground training. (ii) assessment and training on the location and use of all emergency and safety equipment carried on the aircraft. (2) The operator may, with the approval of the competent authority and subject to a risk assessment, extend the period of assessment and training on the location and use of all emergency and safety equipment carried on the aircraft to 24 months."		
246	AMC1 ORO.FC.231 (i)	Evidence-based training Programme – Performance-Based continuous technical ground training (a) Technical ground training programme (b) Emergency and safety equipment training			(c) Emergency and safety equipment training — extension of period of training Refer to details in this AMC		
247	ORO.FC.232	EBT programme assessment and training topics			(a) The operator shall ensure that each pilot is exposed to the assessment and training topics. (b) The assessment and training topics shall be: (1) derived from safety and operational data that are used to identify the areas for improvement and prioritisation of pilot training to guide in the construction of suitable EBT programmes. (2) distributed across a 3-year period at a defined frequency. (3) relevant to the type or variant of aircraft on which the pilot operates."		
248	AMC1 ORO.FC.232	EBT programme assessment and training topics Refer to details in AMC					
249	AMC2/3/4/5/6/7 ORO.FC.232	EBT programme assessment and training topics- Tables of Assessment and Training Topics Refer to details in AMC and to specific aircraft generation					
250	AMC8 ORO.FC.232	EBT programme assessment and training topics – Scenario elements and competency mapping			(a) The operator may develop scenario elements and a competency map that are more relevant to its operation. (b) When developing scenario elements, the operator should ensure that there can be no negative training when asking pilots to induce their own errors. (c) Competencies mapped are those considered critical in managing the scenario. They are determined according to the following principles: (1) those competencies considered most critical to the successful management of the defined threat or error; or		

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					(2) those competencies most likely to be linked to the root cause of poor performance in the case of unsuccessful management of a defined threat or error. (d) The competency map may indicate scenarios or combinations of scenarios for development of particular competencies. (e) The competency map indicates the most critical competencies suggested by design, but the instructor should always assess all observed competencies.		
251	AMC1 ORO.FC.232 (b) (1)	EBT programme assessment and training topics – EBT Data Report Refer to details in AMC					
252	AMC1 ORO.FC.232 (b) (3)	EBT programme assessment and training topics – Aircraft Types by Generations Refer to details in AMC			Either seat qualification		
253	ORO.FC.135	Pilot qualification to operate in either pilot's seat			FCM who may be assigned to operate in either pilot's seat shall complete appropriate training and checking as specified in the OM.		
254	AMC1 ORO.FC.135	Pilot qualification to operate in either pilot's seat - General			The training and checking for pilot qualification to operate in either pilot's seat should include any safety-critical items as specified in the operations manual where the action to be taken by the pilot is different depending on which seat they occupy.		
255	ORO.FC.235	Pilot qualification to operate in either pilot's seat – Commander			Commanders of aeroplanes whose duties require them to operate in either pilot's seat and carry out the duties of a co-pilot, or commanders required to conduct training or checking duties shall complete additional training and checking to ensure that they are proficient in conducting the relevant normal, abnormal and emergency procedures from either seat. Such training and checking shall be specified in the operations manual. The checking may be conducted together with the operator proficiency check prescribed in ORO. FC.230(b) or in the EBT programme prescribed in ORO.FC.231.		
256	ORO.FC.235	Pilot qualification to operate in either pilot's seat – Commander			The additional training and checking shall include at least the following: (1) an engine failure during take-off; (2) a one-engine-inoperative approach and go-around; and (3) a one-engine-inoperative landing.		
257	ORO.FC.235	Pilot qualification to operate in either pilot's seat – Commander 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. The validity period shall be 12 calendar months. For operators with an approved EBT programme, the validity is determined by the assessment and training topics in accordance with ORO.FC.232.					
258	ORO.FC.235	Pilot qualification to operate in either pilot's seat – Co-pilot			The pilot relieving the commander shall have demonstrated, concurrent with the operator proficiency checks prescribed in ORO.FC.230(b) or the assessment and training required by ORO.FC.231, practice of drills and procedures that would not normally be his or her responsibility. Where the differences between left- and right-hand seats are not significant, practice may be conducted in either seat.		
259	ORO.FC.235	Pilot qualification to operate in either pilot's seat – Co-pilot			The pilot, other than the commander, occupying the commander's seat shall demonstrate practice of drills and procedures, concurrent with the operator proficiency checks prescribed in ORO.FC.230(b) or the assessment and training required by ORO.FC.231, which are the commander's responsibility acting as pilot monitoring.		

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					Where the differences between left- and right-hand seats are not significant, practice may be conducted in either seat.		
260	ORO.FC.236	Pilot qualification to operate in either pilot's seat — helicopters			Helicopter pilots whose duties require them to operate in either pilot's seat shall complete additional training and checking to ensure that they are proficient in conducting the relevant normal, abnormal and emergency procedures from either seat. The validity period of this qualification shall be 12 calendar months. Current FIs or TRIs on the relevant type are considered to fulfil the requirement above if they have had a FI or TRI activity in the last 6 months on that type and on the helicopter.		
261	AMC1 ORO.FC.236	Pilot qualification to operate in either pilot's seat — helicopters – General			(a) 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 operator proficiency check or an aircraft/FSTD training session. (b) When engine-out manoeuvres are carried out in an aircraft, the engine failure should be simulated. (c) Helicopter pilots should meet one of the following criteria: (1) complete their operator proficiency checks from left- and right-hand seats, on alternate proficiency checks; or (2) 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; (3) 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.		
262	GM1 ORO.FC.236	Pilot qualification to operate in either pilot's seat — helicopters – Qualification to Fly in Either Pilot's Seat — Nominated Commander Conducting Line Checks In the case of a line check revalidation of a fully qualified commander in single-pilot operations, the line checker does not require a qualification to operate in either pilot's seat, regardless of the seat he or she occupies, provided that the line checker has no pilot duties other than checking.			Operation on more than one type or variant		
263	ORO.FC.140	Operation on more than one type or variant			(a) Flight crew members that operate more than one type or variant of aircraft shall comply with the requirements prescribed in this Subpart for each type or variant, unless credits related to the training, checking, and recent experience requirements are defined in the mandatory part of the operational suitability data established for the relevant types or variants. (b) The operator may define groups of single-engined helicopter types. An operator proficiency check on one type shall be valid for all the other types within the group if both of the following conditions are met: (1) the group either includes only single-engined turbine helicopters operated under VFR or it includes only single-engined piston helicopters operated under VFR; (2) for CAT operations, at least two operator proficiency checks per type shall be conducted within a 3-year cycle. (c) For specialised operations, elements of the aircraft/FSTD training and operator proficiency check that cover the relevant aspects associated with the specialised task and are not related to the type or group of types may be credited towards the other groups or types, based on a risk assessment performed by the operator.		

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					(d) For operations with more than one helicopter type or variant or VCA type or variant used for conducting sufficiently similar operations, if line checks rotate between types or variants, each line check shall revalidate the line check for the other helicopter types or variants or VCA types or variants. (e) Appropriate procedures and any operational restrictions shall be specified in the operations manual for any operation on more than one type or variant.		
264	GM1 ORO.FC.140	Operation on more than one type or variant - General			(a) The concept of operating more than one type or variant depends on the experience, knowledge and ability of the operator and the flight crew concerned. (b) The first consideration is whether operations on one aircraft type or variant allow the safe operation of all other types and variants. (c) The second consideration is whether and how adequate training to address potential confusion and increased workload caused by the operation of several types or variants is achieved.		
265	AMC1 ORO.FC.140(a) GM1 ORO.FC.140(a)	Operation on more than one type or variant -			Check that requirements of AMC1 ORO.FC.140(a) are fulfilled. The ODRs tables may result in different training programmes, depending on the training needs, regardless of the 'base aircraft' used to establish the table (e.g. the trainee may know the 'other aircraft' and be trained towards the 'base aircraft')		
266	AMC1 ORO.FC.140(b)	Operation on more than one type or variant - Groups Of Single-Engined Piston Helicopter Types For The Revalidation of the OPC When establishing groups of single-engined helicopter types for the purpose of crediting of proficiency checks, the operator should only take into account the helicopter types considered for crediting in AMC1 FCL.740.H(a)(3).					
267	AMC1 ORO.FC.140(d)	Operation on more than one type or variant - Line Checks — Helicopters			(a) Prior to using a line check on one helicopter type or variant to revalidate the line check on other helicopter types or variants, the operator should consider whether the type of operations are sufficiently similar in terms of: (1) use of aerodromes or operating sites; (2) day VFR or night VFR; (3) use of operational approvals and specific approvals; (4) normal procedures, including flight preparation, take-off and landing procedures; and (5) use of automation. (b) For IFR operations of helicopters, an operation should only be considered sufficiently similar to allow a line check on one type or variant to revalidate the line check for the other type or variant if such credits are defined in the operational suitability data established, as determined in point (a) of ORO.FC.140. (c) Line check cross-crediting should be defined in the operations manual		
268	ORO.FC.240	Operation on more than one type or variant			The procedures or operational restrictions for operation on more than one type or variant established in the OM and approved by the competent authority shall cover: (1) the flight crew members' minimum experience level; (2) the minimum experience level on one type or variant before beginning training for and operation of another type or variant; (3) the process whereby flight crew qualified on one type or variant will be trained and qualified on another type or variant; and (4) all applicable recent experience requirements for each type or variant.		
269	ORO.FC.240	Operation on more than one type or variant			Such limitations shall not apply to operations of performance class B aeroplane if they are limited to single-pilot classes of reciprocating engine aeroplanes under VFR by day.		

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270	AMC1 ORO.FC.240	Operation on more than one type or variant – Aeroplanes Check those requirements of AMC1 ORO.FC.240 (a) are fulfilled.					
271	AMC1 ORO.FC.240	Operation on more than one type or variant – Helicopters			Check those requirements of AMC1 ORO.FC.240 (b) are fulfilled. Where applicable each AMC requirement for the EBT programme shall be complied with.		
272	ORO.FC.240	Operation on more than one type or variant			Such limitations with helicopters shall not apply to operations of performance class B aeroplane if they are limited to single-pilot classes of reciprocating engine aeroplanes under VFR by day.		
273	AMC1 ORO.FC.240	Operation on more than one type or variant – Aeroplane + Helicopter Check those requirements of AMC1 ORO.FC.240 (c) are fulfilled.			Commanders holding a CPL		
274	ORO.FC.A.250	Commanders holding a CPL - Aeroplane			The holder of a CPL(A) shall only act as commander in CAT on a single-pilot aeroplane if: (1) when carrying passengers under VFR outside a radius of 50 NM (90 km) from an aerodrome of departure, he/she has a minimum of 500 hours of flight time on aeroplanes or holds a valid instrument rating (not for operations under VFR by day); or (2) when operating on a multi-engine type under IFR, he/she has a minimum of 700 hours of flight time on aeroplanes, including 400 hours as pilot-in-command. These hours shall include 100 hours under IFR and 40 hours in multi-engine operations. The 400 hours as pilot-in-command may be substituted by hours operating as co-pilot within an established multi-pilot crew system prescribed in the operations manual, on the basis of two hours of flight time as co-pilot for one hour of flight time as pilot-in command; (3) when operating on a single-engined aeroplane under IFR, he/she has a minimum of 700 hours of flight time on aeroplanes, including 400 hours as pilot-in-command. Those hours shall include 100 hours under IFR. The 400 hours as pilot-in-command may be substituted by hours operating as co-pilot within an established multi-pilot crew system prescribed in the operations manual, on the basis of two hours of flight time as co-pilot for one hour of flight time as pilot-in command.		
275	ORO.FC.H.250	Commanders holding a CPL - Helicopters			(a) The holder of a CPL(H) (helicopter) shall only act as commander in CAT on a single-pilot helicopter if: (1) when operating under IFR, they have a minimum of 700 hours total flight time on helicopters, including 300 hours as pilot-in-command. The total flight time on helicopters shall include 100 hours under IFR. Up to 50 hours instrument time performed on an FFS(H) level B or FTD level 3 qualification or higher qualified for instrument training, may be credited towards the 100 hours. The 300 hours as pilot-in-command may be substituted by hours operating as co-pilot within an established multi-pilot crew system prescribed in the operations manual on the basis of 2 hours of flight time as co-pilot for 1 hour flight time as pilot-in command; (2) when operating under visual meteorological conditions (VMC) at night, he/she has: (i) a valid instrument rating; or (ii) 300 hours of flight time on helicopters, including 100 hours as pilot-in-command and 10 hours as pilot flying at night. Single-pilot operations under IFR or at night		
276	ORO.FC.202	Single-pilot operations under IFR or at night			The operator shall include in the OM a pilot's conversion and recurrent training programme that includes the additional requirements for a single-pilot operation. The pilot shall have undertaken training on the operator's procedures, in particular regarding:		

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					(1) engine management and emergency handling; (2) use of normal, abnormal and emergency checklist; (3) air traffic control (ATC) communication; (4) departure and approach procedures; (5) autopilot management, if applicable; (6) use of simplified in-flight documentation; (7) single-pilot crew resource management.		
277	ORO.FC.202	Single-pilot operations under IFR or at night – Aeroplane under IFR			For aeroplane operations under IFR the pilot shall have: (1) a minimum of 50 hours flight time under IFR on the relevant type or class of aeroplane, of which 10 hours are as commander; and (2) completed during the preceding 90 days on the relevant type or class of aeroplane: (i) five IFR flights, including three instrument approaches, in a single-pilot role; or (ii) an IFR instrument approach check.		
278	ORO.FC.202	Single-pilot operations under IFR or at night – Aeroplane at night			For aeroplane operations at night the pilot shall have: (1) a minimum of 15 hours flight time at night which may be included in the 50 hours flight time under IFR; and (2) completed during the preceding 90 days on the relevant type or class of aeroplane: (i) three take-offs and landings at night in the single pilot role; or (ii) a night take-off and landing check.		
279	ORO.FC.202	Single-pilot operations under IFR or at night – Helicopter under IFR			For helicopter operations under IFR the pilot shall have: (1) 25 hours total IFR flight experience in the relevant operating environment; and (2) 25 hours flight experience as a single pilot on the specific type of helicopter, approved for single-pilot IFR, of which 10 hours may be flown under supervision, including five sectors of IFR line flying under supervision using the single-pilot procedures; and (3) completed during the preceding 90 days: (i) five IFR flights as a single pilot, including three instrument approaches, carried out on a helicopter approved for this purpose; or (ii) an IFR instrument approach check as a single pilot on the relevant type of helicopter, flight training device (FTD) or full flight simulator (FFS).		
MEL Training							
280	ORO.GEN.110(e) AMC1 ORO.GEN.110(e)	MEL Training programme			The operator should develop a training programme for crew members and detail such training in the Operations Manual. Such training programme should include: (1) the scope, extent and use of the MEL; (2) the operator's MEL procedures; (3) elementary maintenance procedures; and (4) pilot-in-command/commander responsibilities		

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ACAS/TCAS training

281	ICAO Doc 9863	ACAS – Training			Operators shall establish ACAS II operational procedures and training programmes so that the flight crew is appropriately trained in the avoidance of collisions and competent in the use of ACAS II equipment.		
282	ICAO Doc 9863	ACAS – Training programme			-Theory of operation -ACAS limitations -Operating procedures Including: crew coordination and communications with ATC -ACAS manoeuvre training including: - TA responses - RA responses -ACAS initial evaluation -Recurrent training		

EGPWS / CFIT

283	CAT.OP.MPA.290 GM1 CAT.OP.MPA.290				Ground Proximity Detection Training – General The operator shall introduce the following training elements to cover Ground Proximity Detection :- - Introduction - Scope - Performance based training objectives as listed under CAT.OP.MPA.290 / GM1 CAT.OP.MPA.290		
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PBN training

284	CAT.OP.MPA.126 AMC1 CAT.OP.MPA.126	PBN Training – General For operations where a navigation specification for performance-based navigation (PBN) has been prescribed and no specific approval is required in accordance with SPA.PBN.100, the operator should specify the flight crew qualification and proficiency constraints and ensure that the training programme for relevant personnel is consistent with the intended operation. For details, please refer to AMC1 CAT.OP.MPA.126					
285	CS-ACNS JAA TGL10	Training programme – P-RNAV			P-RNAV training should cover: - Normal procedures - Contingency procedures Simulator training & checks should include departures and arrivals using P-RNAV procedures. Subject to be covered: - Theory of RNAV including differences between B-RNAV, P-RNAV, RNP-RNAV - Limitations of RNAV - Charting, database and avionics issues including waypoint naming concepts - RNAV path terminator concepts and especially the use of the CF & TF path terminator - Fly-by and fly-over waypoints - Use of RNAV equipment including: - o Retrieving a procedure from the database - o Verification and sensor management - o Tactically modifying the flight plan - o Addressing discontinuities - o Entering data such as wind, altitude, speed constraints, vertical profile, vertical speed - o Flying the procedure		

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					- o Use LNAV mode and lateral control techniques - o Use VNAV mode and vertical control techniques - o Use of AP, FD and AT at different stages of the procedure - RT phraseology for RNAV - Implications for RNAV operations of system malfunctions which are not RNAV related Operators should consider any previous reference materials relevant to this section, such as JAA TGL 10, along with subsequent updates introduced by EASA. For example, EASA now applies the CS-ACNS framework (Certification Specifications for Airborne Communications, Navigation and Surveillance) to certify aircraft for various ICAO-recognized Required Navigation Performance (RNP) specifications, including RNP 1, RNP 2, RNP 4, and others		
286	CAT.OP.MPA.126 FAA Order 8400.33 ICAO Doc 9997	Training programme – RNP 4			The following items should be included in flight crew training programmes: - equipment requirements, - normal and non-normal operations and flight procedures, - limits of their navigation capability for operations in RNP-4 oceanic and remote area operations		
287	CAT.OP.MPA.126 AMC 20-12 ICAO Doc 9997	Training programme – RNP 10			The following items should be included in flight crew training programmes: - equipment requirements, - normal and non-normal operations and flight procedures, - limits of their navigation capability for operations in RNP-10 oceanic and remote area operations - GNSS principles related to en-route navigation		
288	CAT.OP.MPA.126 AMC 20-27/28	Training programme – RNP APCH – Initial theoretical			The theoretical RNP APCH training shall be given by adequately qualified personnel (GI, TRI,...) and shall be tailored to the operator's approved operations. Therefore, a generic theoretical training is not sufficient and shall be completed by a specific operator module (including aircraft type specificities). This training shall include at least: RNAV Approach concept: - Theory of RNAV including different types of RNAV operations - Limitations of RNAV and BARO-VNAV - Charting and database (waypoint naming, vertical path angle, fly-by and fly-over waypoint) - Use of RNAV equipment (verification & sensor management, entering data,...) - Use of lateral nav mode (and lateral control techniques) - Use of vertical nav mode (and vertical control techniques) - R/T phraseology for RNAV operations - Implications for RNAV ops of system malfunction which are not RNAV related RNP Approach concept (including LPV): - Definition of RNP APCH operations and its direct relationship with RNAV (GNSS) procedures. - Regulatory requirements for RNP APCH (including LPV) - Required navigation equipment for RNP APCH (GNSS, SBAS, RAIM, BARO-VNAV, MEL) - Procedures characteristics (Chart depiction, Aircraft Display Depiction, Minima) - Retrieving a RNP APCH(or a RNAV(GNSS)) approach procedure from the data - Retrieving a RNP APCH(or a RNAV(GNSS)) approach procedure from the data - Flying the procedure: i. Use of autopilot, auto throttle and flight director ii. Flight Guidance(FG) mode behaviour		

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					iii. Lateral and vertical path management iv. Adherence to speed and/or altitude constraints v. Fly direct to a waypoint vi. Determine lateral and vertical track error/deviation vii. Fly interception of an initial or intermediate segment of an approach following ATC notification viii. Where the RNAV system supports interception of the extended final approach segment then flight crew should be trained in use of the function. ix. The use of other aircraft equipment to support track monitoring, weather and obstacle avoidance x. Contingency procedures in case of lateral mode failure (LNAV) and/or vertical mode failure (VNAV) For APV BAROVNAV operation, a clear understanding of specific crew requirements: i. for comparisons of VNAV guidance with primary altimeter information ii. for altitude crosschecks between primary altimeters (e.g. altimetry comparisons of 100 feet), iii. for temperature limitations on instrument procedures iv. for altimeter settings in term of currency, accuracy and integrity. - The effect of temperature deviation and its compensation - ATC procedures - Abnormal procedures - Contingency procedures		
289	CAT.OP.MPA.126 AMC 20-27/28	Training programme – RNP APCH – Initial Practical			The practical RNP APCH training shall be given by adequately qualified personnel (SFI, TRI,...) and shall be tailored to the operator's approved operations. The practical training shall be performed in a flight simulator when technically available. This training shall include at least: - Programming RNAV approaches including database and sensor checking - Cockpit display management - Use of nav charts - Application of SOPs and abnormal procedures as described in OM A and B - Flying the RNP APCH procedure with full and partial flight guidance systems - Lateral & vertical approach path management (fly direct to a waypoint, interception of a of initial or intermediate segment,...) - Use of other a/c equipment to support track monitoring, weather and obstacle avoidance - Interception of the extended final approach segment (if applicable) - Determining lateral & vertical track deviation/error - Contingency procedures (LNAV/VNAV failure, sensor failure...) - Check RNP/ANP and RAIM - Missed approach procedures (conventional and RNAV) - Adherence to speed and/or altitude constraints - Abnormal procedures		
290	SPA.PBN.105	Training programme – RNP AR APCH			RNP AR APCH is addressed in a separate checklist.		
MNPS training							
291	SPA.MNPS.105 NAT Doc 007	Training programme – MNPS			The training programme should include: - instructions on the efficient use of equipment with emphasis on how to avoid mistakes - develop a meticulous method of using Control Display Units (CDUs), with careful cross-checking at all operational stages - the need for maintaining accuracy along and across track (i.e. the careful application of Mach Number Technique, accurate reporting of positions and the use of accurate		

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					time in reporting positions)		
					- knowledge and understanding of standard ATC phraseology used in each area of operations - importance of crew members cross-checking each other to ensure that ATC clearances are promptly and correctly complied with - use and limitations, in terms of accuracy, of standby altimeters during contingency situations. Where applicable, the pilot should review the application of Static Source Error Correction/Position Error Correction (SSEC/PEC) through the use of correction cards - characteristics of aircraft altitude capture systems which may lead to the occurrence of overshoots - relationships between the altimetry, automatic altitude control and transponder systems in normal and abnormal situations - aircraft operating restrictions related to airworthiness approval - familiarity with the recommendations to reduce oceanic errors as contained in the current version of the "Oceanic Errors Safety Bulletin (OESB)" published by ICAO EUR/NAT Office as a NAT Operations Bulletin - instruction on what action should be considered in the event of systems failures - Lessons to be learned (ICAO Nat Doc 007 §15.4)		
RVSM training							
292	SPA.RVSM.105 AMC2 SPA.RVSM.105	Training programme – RVSM			The training programme should include: - knowledge and understanding of standard ATC phraseology used in each area of operations; - importance of crew members cross-checking to ensure that ATC clearances are promptly and correctly complied with; - use and limitations in terms of accuracy of standby altimeters in contingencies. Where applicable, the pilot should review the application of static source error correction/position error correction through the use of correction cards; such correction data should be available on the flight deck; - problems of visual perception of other aircraft at 300 m (1 000 ft) planned separation during darkness, when encountering local phenomena such as northern lights, for opposite and same direction traffic, and during turns; - characteristics of aircraft altitude capture systems that may lead to overshoots; - relationship between the aircraft's altimetry, automatic altitude control and transponder systems in normal and abnormal conditions; and - any airframe operating restrictions, if required for the specific aircraft group, related to RVSM airworthiness approval.		
LVO training							
293	SPA.LVO.120	LVO training and qualifications			(a) The operator shall ensure that the flight crew is competent to conduct the intended operations. (b) The operator shall ensure that each flight crew member successfully completes training and checking for all types of LVOs and operations with operational credits for which an approval has been granted. Such training and checking shall: (1) include initial and recurrent training and checking; (2) include normal, abnormal and emergency procedures; (3) be tailored to the type of technologies used in the intended operations; and (4) take into account the human factor risks associated with the intended operations.		

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					(c) The operator shall keep records of the training and qualifications of the flight crew members. (d) The training and checking shall be conducted by appropriately qualified personnel. In the case of flight and flight simulation training and checking, the personnel providing the training and conducting the checks shall be qualified in accordance with BAR 1 Part FCL.		
294	AMC1 SPA.LVO.120 GM1 SPA.LVO.120(a)	LVO training and qualifications – Experience – CAT II			As general guidance, the operator may use the following reference to assess the experience in type or class or as pilot-in-command/commander referred to in AMC1 SPA.LVO.120(a): (a) Before commencing CAT II operations, the following additional provisions should be applicable to commanders, or pilots to whom conduct of the flight may be delegated, who are new to the aircraft type or class: (1) 50 hours or 20 sectors on the type, including LIFUS; and (2) 100 m should be added to the applicable CAT II RVR minima when the operation requires a CAT II manual landing or use of HUDLS to touchdown until: (i) a total of 100 hours or 40 sectors, including LIFUS, has been achieved on the type; or (ii) a total of 50 hours or 20 sectors, including LIFUS, has been achieved on the type where the flight crew member has been previously qualified for CAT II manual landing operations with an EU operator; (3) 100 m may be added to the applicable CAT II RVR minima when the operation requires the use of CAT II HUDLS to touchdown until: (i) a total of 40 sectors, including LIFUS, has been achieved on the type; or (ii) a total of 20 sectors, including LIFUS, has been achieved on the type where the flight crew member has been previously qualified for CAT II HUDLS to touchdown with an EU operator. The sector provision in point (a)(1) may always be applicable; the hours on type or class may not fulfil the provisions.		
295	AMC1 SPA.LVO.120 GM1 SPA.LVO.120(a)	LVO training and qualifications – Experience – CAT III			As general guidance, the operator may use the following reference to assess the experience in type or class or as pilot-in-command/commander referred to in AMC1 SPA.LVO.120(a): Before commencing CAT III operations, the following additional provisions should be applicable to commanders, or pilots to whom conduct of the flight may be delegated, who are new to the aircraft type: (1) 50 hours or 20 sectors on the type, including LIFUS; and (2) 100 m should be added to the applicable CAT II or CAT III RVR minima unless he/she has previously qualified for CAT II or III operations with an EU operator, until a total of 100 hours or 40 sectors, including LIFUS, has been achieved on the type.		
Ground Training							
296	AMC1 SPA.LVO.120 AMC2 SPA.LVO.120(b)	LVO training and qualifications – FCM with no CAT II/III experience – Ground training			The initial ground training course for LVO should include at least the following: (i) characteristics and limitations of different types of approach aids; (ii) characteristics of the visual aids; (iii) characteristics of fog; (iv) operational capabilities and limitations of airborne systems to include symbology used on HUD/HUDLS or equivalent display systems, if appropriate; (v) effects of precipitation, ice accretion, low level wind shear and turbulence; (vi) the effect of specific aircraft/system malfunctions; (vii) the use and limitations of RVR assessment systems; (viii) principles of obstacle clearance requirements;		

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					(ix) the recognition of failure of ground equipment or in satellite approaches, the loss of signal in space and the action to be taken in the event of such failures; (x) procedures to be followed and precautions to be taken with regard to surface movement during operations when the RVR is 400 m or less and any additional procedures required for take-off in conditions below 150 m; (xi) the significance of DHs based upon radio altimeters and the effect of terrain profile in the approach area on radio altimeter readings and on automatic approach/landing systems. This applies also to other devices capable of providing equivalent information; (xii) the effect of the pre-threshold terrain and LSAA on airborne landing systems; (xiii) the significance of alert height, if applicable, and action in the event of any failure above and below the alert height; (xiv) qualification requirements for pilots to obtain and retain approval to conduct LVOs; (xv) the importance of correct seating and eye position; and (xvi) the significance of LVPs or equivalent procedures.		
297	AMC1 SPA.LVO.120 AMC1 SPA.LVO.120(a) AMC2 SPA.LVO.120(c) AMC3 SPA.LVO.120(a)	LVO training and qualifications – FCM with CAT II/III experience with Community operator – Ground training			Abbreviated ground training course if operating a different type or class from that on which the previous CAT II or CAT III experience was gained. For details, please review AMC1 SPA.LVO.120(a), AMC2 SPA.LVO.120(b)/(c), AMC3 SPA.LVO.120(a)		
298	AMC1 SPA.LVO.120 AMC1 SPA.LVO.120(a) AMC2 SPA.LVO.120(b) AMC3 SPA.LVO.120(a)	LVO training and qualifications – FCM with CAT II/III experience with the operator – Ground training			Abbreviated ground training course if operating a different type or class from that on which the previous CAT II or CAT III experience was gained. For details, please review AMC1 SPA.LVO.120(a), AMC2 SPA.LVO.120(b)/(b), AMC3 SPA.LVO.120(a)		
Simulator Training							
299	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III experience – Simulator training			FSTD and/or flight training for LVO should include at least: (i) checks of satisfactory functioning of equipment, both on the ground and in flight; (ii) effect on minima caused by changes in the status of ground installations; (iii) monitoring of: (A) automatic flight control systems and auto-land status annunciators with emphasis on the action to be taken in the event of failures of such systems; and (B) HUD/HUDLS/EFVS guidance status and annunciators as appropriate, to include head-down displays; (iv) actions to be taken in the event of failures such as engines, electrical systems, hydraulics or flight control systems; (v) the effect of known unserviceabilities and use of MELs; (vi) operating limitations resulting from airworthiness certification; (vii) guidance on the visual cues required at DH together with information on maximum deviation allowed from glide path or localiser; and (viii) the importance and significance of alert height if applicable and the action in the event of any failure above and below the alert height.		
300	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III experience – Simulator training			FCM should be trained to carry out their duties and instructed on the coordination required with other crew members. Maximum use should be made of suitably equipped FSTDs for this purpose		
301	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III experience – Simulator training			Training should be divided into phases covering normal operation with no aircraft or equipment failures but including all weather conditions that may be encountered and detailed scenarios of aircraft and equipment failure that could affect CAT II or III operations. If the aircraft system involves the use of hybrid or other special systems, such as HUD/HUDLS or enhanced vision equipment, then FCM should practise the use of these systems in normal and abnormal modes during the FSTD phase of training.		
302	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III					

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		experience – Simulator training Incapacitation procedures appropriate to LVTO, CAT II and CAT III operations should be practised.					
303	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III experience – Simulator training			For aircraft with no FSTD available to represent that specific aircraft, operators should ensure that the flight training phase specific to the visual scenarios of CAT II operations is conducted in a specifically approved FSTD. Such training should include a minimum of 4 approaches. Thereafter, the training and procedures that are type specific should be practised in the aircraft.		
304	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III experience – Simulator training			Initial CAT II and III training should include at least the following exercises: (i) approach using the appropriate flight guidance, autopilots and control systems installed in the aircraft, to the appropriate DH and to include transition to visual flight and landing; (ii) approach with all engines operating using the appropriate flight guidance systems, autopilots, HUDLS and/or EVS and control systems installed in the aircraft down to the appropriate DH followed by missed approach - all without external visual reference; (iii) where appropriate, approaches utilising automatic flight systems to provide automatic flare, hover, landing and rollout; and (iv) normal operation of the applicable system both with and without acquisition of visual cues at DH.		
305	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III experience – Simulator training			Subsequent phases of training should include at least: (i) approaches with engine failure at various stages on the approach; (ii) approaches with critical equipment failures, such as electrical systems, auto flight systems, ground and/or airborne ILS, MLS systems and status monitors; (iii) approaches where failures of auto flight equipment and/or HUD/HUDLS/EFVS at low level require either: (A) reversion to manual flight to control flare, hover, landing and rollout or missed approach; or (B) reversion to manual flight or a downgraded automatic mode to control missed approaches from, at or below DH including those which may result in a touchdown on the runway; (iv) failures of the systems that will result in excessive localiser and/or glideslope deviation, both above and below DH, in the minimum visual conditions specified for the operation. In addition, a continuation to a manual landing should be practised if a head-up display forms a downgraded mode of the automatic system or the head-up display forms the only flare mode; and (v) failures and procedures specific to aircraft type or variant.		
306	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III experience – Simulator training The training programme should provide practice in handling faults which require a reversion to higher minima.					
307	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III experience – Simulator training			The training programme should include the handling of the aircraft when, during a fail-passive CAT III approach, the fault causes the autopilot to disconnect at or below DH when the last reported RVR is 300 m or less.		
308	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III experience – Simulator training Where take-offs are conducted in RVRs of 400 m and below, training					

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		should be established to cover systems failures and engine failure resulting in continued as well as rejected take-offs.					
309	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III experience – Simulator training			The training programme should include, where appropriate, approaches where failures of the HUDLS and/or EFVS equipment at low level require either: (i) reversion to head down displays to control missed approach; or (ii) reversion to flight with no, or downgraded, HUDLS guidance to control missed approaches from DH or below, including those which may result in a touchdown on the runway.		
310	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III experience – Simulator training			t When undertaking LVTO, SA CAT I, SA CAT II, CAT II and CAT III operations utilising a HUD/HUDLS, hybrid HUD/HUDLS or an EFVS, the training and checking programme should include, where appropriate, the use of the HUD/HUDLS in normal operations during all phases of flight.		
311	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III experience – Simulator training			A minimum of 6, respectively 8 for HUDLS with or without EVS, approaches and/or landings in an FSTD. The provisions for 8 HUDLS approaches may be reduced to 6 when conducting hybrid HUDLS operations.		
312	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III experience – Simulator training			Where no FSTD is available to represent that specific aircraft, a minimum of 3, respectively 5 for HUDLS and/or EFVS, approaches including at least 1 missed approach procedure is required on the aircraft. For hybrid HUDLS operations a minimum of 3 approaches is required, including at least 1 missed approach procedure.		
313	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III experience – Simulator training			Appropriate additional training if any special equipment is required such as HUD or enhanced vision equipment. When approach operations utilising EFVS are conducted with an RVR of less than 800m, a minimum of 5 approaches, including at least 1 missed approach procedure are required on the aircraft.		
314	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with CAT II/III experience with Community operator – Simulator training			Abbreviated ground, FSTD and/or flight training course if operating the same type or class and variant of the same type or class on which the previous CAT II or CAT III experience was gained. The abbreviated course should include at least a minimum of 6, respectively 8 for HUDLS with or without EFVS, approaches and/or landings in an FSTD. The provisions for 8 HUDLS approaches may be reduced to 6 when conducting hybrid HUDLS operations. The operator may reduce the number of approaches/landings required if the type/class or the variant of the type or class has the same or similar: (A) level of technology - flight control/guidance system (FGS); (B) operating procedures; (C) handling characteristics; (D) use of HUDLS/hybrid HUDLS; and (E) use of EFVS, as the previously operated type or class, otherwise the provisions above should be met.		
315	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with CAT II/III experience with the operator – Simulator training			When changing aircraft type or class, the abbreviated course should include at least a minimum of 6, respectively 8 for HUDLS with or without EFVS, approaches and/or landings in an FSTD. The provisions for 8 HUDLS approaches may be reduced to 6 when conducting hybrid HUDLS operations. When changing to a different variant of aircraft within the same type or class rating that has the same or similar: (A) level of technology - FGS; (B) operating procedures - integrity; (C) handling characteristics; (D) use of HUDLS/Hybrid HUDLS; and (E) use of EFVS,		

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					as the previously operated type or class, a difference course or familiarisation appropriate to the change of variant should fulfil the abbreviated course provisions.		
316	AMC1 SPA.LVO.120	LVO training and qualifications – SA CAT I – Simulator training			During conversion training the total number of approaches should not be additional to the requirements in ORO.FC provided the training is conducted utilising the lowest applicable RVR		
317	AMC1 SPA.LVO.120	LVO training and qualifications – SA CAT II – Simulator training			During conversion training the total number of approaches should not be less than those to complete CAT II training utilising a HUD/HUDLS.		
318	AMC1 SPA.LVO.120	LVO training and qualifications – EFVS operations – Simulator training			During conversion training the total number of approaches required should not be less than that required to complete CAT II training utilising a HUD.		
Simulator Checking							
319	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with no CAT II/III experience – Simulator checking			The operator should ensure that each flight crew member completes a check before conducting CAT II or III operations. This check may be replaced by successful completion of the FSTD and/or flight training specified above.		
320	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with CAT II/III experience with Community operator – Simulator checking			The operator should ensure that each flight crew member completes a check before conducting CAT II or III operations.		
321	AMC1 SPA.LVO.120	LVO training and qualifications – FCM with CAT II/III experience with the operator – Simulator checking			The operator should ensure that each flight crew member completes a check before conducting CAT II or III operations.		
LIFUS							
322	AMC1 SPA.LVO.120	LVO training and qualifications – LIFUS – CAT II			For CAT II when a manual landing or a HUDLS approach to touchdown is required, a minimum of: (A) three landings from autopilot disconnect; and (B) four landings with HUDLS used to touchdown, except that only one manual landing, respectively two using HUDLS, to touchdown is required when the simulator training has been carried out in an FSTD qualified for zero flight time conversion.		
323	AMC1 SPA.LVO.120	LVO training and qualifications – LIFUS – CAT III			For CAT III, a minimum of 2 auto-lands, except that: (A) only one auto-land is required when the simulator training has been carried out in an FSTD qualified for zero flight time conversion; (B) no auto-land is required during LIFUS when the simulator training has been carried out in an FSTD qualified for zero flight time (ZFT) conversion and the flight crew member successfully completed the ZFT type rating conversion course; and (C) the flight crew member, trained and qualified in accordance with (B), is qualified to operate during the conduct of LIFUS to the lowest approved DA/H and RVR as stipulated in the operations manual. For CAT III approaches using HUDLS to touchdown, a minimum of four approaches.		
Recurrent training & checking							
324	AMC1 SPA.LVO.120	LVO recurrent training and checking			The required number of approaches to be undertaken in the FSTD within the validity period of the OPC should be a minimum of 2 (4 when HUDLS and/or EFVS is utilised to touchdown), 1 of which should be a landing at the lowest approved RVR. In addition 1 (2 for HUDLS and/or operations utilising EVS) of these approaches may be substituted by an approach and landing in the aircraft using approved CAT II and CAT III procedures. One missed approach should be flown during the conduct of an OPC.		

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					If the operator is approved to conduct take-off with RVR less than 150 m, at least one LVTO to the lowest applicable minima should be flown during the conduct of the OPC.		
325	AMC1 SPA.LVO.120	LVO recurrent training and checking – CAT III			For CAT III operations on aircraft with a fail-passive flight control system, including HUDLS, a missed approach should be completed by each FCM at least once over the period of three consecutive OPCs as the result of an autopilot failure at or below DH when the last reported RVR was 300 m or less.		
326	AMC1 SPA.LVO.120	LVO recurrent training and checking – LTS CAT I			During recurrent training and checking the operator may also combine the separate requirements provided the above operational procedure provision is met and at least one approach using SA CAT I minima is conducted at least once every 18 months.		
327	AMC1 SPA.LVO.120	LVO recurrent training and checking – SA CAT II			During recurrent training and checking the operator may also combine the separate provisions provided the above operational procedure provision is met and at least one approach using SA CAT I minima is conducted at least once every 18 months.		
328	AMC1 SPA.LVO.120	LVO recurrent training and checking – EFVS operations			During recurrent training and checking the operator may also combine the separate provisions provided the above operational procedure provision is met and at least one approach utilising EFVS is conducted at least once every 12 months.		
LVTO							
329	AMC1 SPA.LVO.120 AMC1 SPA.LVO.120(b)	LVTO training			Prior to conducting take-offs in RVRs below 400 m, the flight crew should undergo the following training: (i) normal take-off in minimum approved RVR conditions; (ii) take-off in minimum approved RVR conditions with an engine failure: (A) for aeroplanes between V1 and V2 (take-off safety speed), or as soon as safety considerations permit; (B) for helicopters at or after take-off decision point (TDP); and (iii) take-off in minimum approved RVR conditions with an engine failure: (A) for aeroplanes before V1 resulting in a rejected take-off; and (B) for helicopters before the TDP.		
330	AMC1 SPA.LVO.120 AMC1 SPA.LVO.120(b)	LVTO training – RVR below 150m			The operator approved for LVTOs with an RVR below 150 m should ensure that the training above is carried out in an FSTD. This training should include the use of any special procedures and equipment.		
331	AMC1 SPA.LVO.120 AMC1 SPA.LVO.120(b)	LVTO checking – RVR below 150m			The operator should ensure that a FCM has completed a check before conducting LVTO in RVRs of less than 150 m. The check may be replaced by successful completion of the FSTD training above on conversion to an aircraft type.		
ETOPS training							
332	SPA.ETOPS.105 AMC 20-6	ETOPS training programme – Introduction to ETOPS			a. Brief overview of the history of ETOPS; b. ETOPS regulations; c. Definitions; d. Approved One-Engine-Inoperative Cruise Speed; e. ETOPS Type Design Approval – a brief synopsis; f. Maximum approved diversion times and time-limited systems capability; g. Operator's Approved Diversion Time; h. Routes and aerodromes intended to be used in the ETOPS area of operations; i. ETOPS Operations Approval; j. ETOPS Area and Routes; k. ETOPS en-route alternates aerodromes including all available let-down aids; l. Navigation systems accuracy, limitations and operating procedures; m. Meteorological facilities and availability of information; n. In-flight monitoring procedures;		

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					o. Computerised Flight Plan; p. Orientation charts, including low level planning charts and flight progress charts usage (including position plotting); q. Equal Time Point; r. Critical fuel.		
333	SPA.ETOPS.105 AMC 20-6	ETOPS training programme – Normal operations			a. Flight planning and Dispatch (1) ETOPS Fuel requirements (2) Route Alternate selection - weather minima (3) Minimum Equipment List – ETOPS specific (4) ETOPS service check and Tech log (5) Pre-flight FMS Set up b. Flight performance progress monitoring (1) Flight management, navigation and communication systems (2) Aeroplane system monitoring (3) Weather monitoring (4) In-flight fuel management – to include independent cross checking of fuel quantity		
334	SPA.ETOPS.105 AMC 20-6	ETOPS training programme – abnormal & contingency procedures			a. Diversion Procedures and Diversion 'decision making'. Initial and recurrent training to prepare flight crews to evaluate potential significant system failures. The goal of this training should be to establish crew competency in dealing with the most probable contingencies. The discussion should include the factors that may require medical, passenger related or non-technical diversions. b. Navigation and communication systems, including appropriate flight management devices in degraded modes. c. Fuel Management with degraded systems. d. Initial and recurrent training which emphasises abnormal and emergency procedures to be followed in the event of foreseeable failures for each area of operation, including: (1) Procedures for single and multiple failures in flight affecting ETOPS sector entry and diversion decisions. If standby sources of electrical power significantly degrade the cockpit instrumentation to the pilots, then training for approaches with the standby generator as the sole power source should be conducted during initial and recurrent training. (2) Operational restrictions associated with these system failures including any applicable MEL considerations.		
335	SPA.ETOPS.105 AMC 20-6	ETOPS training programme – ETOPS Line Flying under Supervision (LFUS)			During the introduction into service of a new ETOPS type, or conversion of pilots not previously ETOPS qualified where ETOPS approval is sought, a minimum of 2 ETOPS sectors should be completed including an ETOPS line check. ETOPS subjects should also be included in annual refresher training as part of the normal process.		
SET-IMC training							
336	SPA.SET-IMC.105 AMC1 SPA.SET-IMC.105(c)	SET-IMC training programme – Use of FFS/FSTD			Where a suitable full flight simulator (FFS) or a suitable flight simulation training device (FSTD) is available, it should be used to carry out training and checking for SET-IMC operations conversion training and checking. Following conversion training and checking, the next recurrent training session and the next OPCs including SET IMC operations items should be conducted in a suitable FFS or FSTD, where available.		
337	SPA.SET-IMC.105 AMC1 SPA.SET-IMC.105(c)	SET-IMC training programme – Conversion Training			Conversion training should be conducted in accordance with a syllabus devised for SET-IMC operations and include at least the following: (1) normal procedures: (i) anti-icing and de-icing systems operation; (ii) navigation system procedures;		

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					(iii) radar positioning and vectoring, when available; (iv) use of radio altimeter; and (v) use of fuel control, displays interpretation; (2) abnormal procedures: (i) anti-icing and de-icing systems failures; (ii) navigation system failures; (iii) pressurisation system failures; (iv) electrical system failures; and (v) engine-out descent in simulated IMC; and (3) emergency procedures: (i) engine failure shortly after take-off; (ii) fuel system failures (e.g. fuel starvation); (iii) engine failure other than the above: recognition of failure, symptoms, type of failure, measures to be taken, and consequences; (iv) depressurisation; and (v) engine restart procedures: (A) choice of an aerodrome or landing site; and (B) use of an area navigation system; (vi) air traffic controller (ATCO) communications; (vii) use of radar positioning and vectoring (when available); (viii) use of radio altimeter; and (ix) practice of the forced landing procedure until touchdown in simulated IMC, with zero thrust set, and operating with simulated emergency electrical power.		
338	SPA.SET-IMC.105 AMC1 SPA.SET-IMC.105(c)	SET-IMC training programme – Conversion Checking			The following items should be checked following completion of the SET-IMC operations conversion training as part of the operator's proficiency check (OPC): (1) conduct of the forced landing procedure until touchdown in simulated IMC, with zero thrust set, and operating with simulated emergency electrical power; (2) engine restart procedures; (3) depressurisation following engine failure; and (4) engine-out descent in simulated IMC.		
339	SPA.SET-IMC.105 AMC1 SPA.SET-IMC.105(c)	SET-IMC training programme – Recurrent Training			Recurrent training for SET-IMC operations should be included in the recurrent training required by ORO.FC for pilots carrying out SET-IMC operations. This training should include all items of the conversion training.		
340	SPA.SET-IMC.105 AMC1 SPA.SET-IMC.105(c)	SET-IMC training programme – Recurrent Checking			The following items should be included into the list of required items to be checked following completion of SET-IMC operations recurrent training as part of the OPC: (1) conduct of the forced landing procedure until touchdown in simulated IMC, with zero thrust set, and operating with simulated emergency electrical power; (2) engine restart procedures; (3) depressurisation following engine failure; and (4) emergency descent in simulated IMC.		
NVIS training							
341	SPA.NVIS.130 NVIS Operations - Experience	SPA.NVIS.130 NVIS Operations - Experience			The minimum experience for the commander shall not be less than 2 hours VFR at night as commander of a helicopter before commencing training.		
342	SPA.NVIS.130	NVIS Operations – Operational training			All pilots shall have completed the operational training in accordance with the NVIS procedures contained in the operations manual.		
343	SPA.NVIS.130 AMC1 SPA.NVIS.130(f) (1)	NVIS Operations – Recency			All pilots and NVIS technical crew members conducting NVIS operations shall have completed three NVIS flights in the last 90 days. Recency may be re-established on a training flight in the helicopter or an approved full flight simulator (FFS), which shall include the elements of (f)(1).		

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344	SPA.NVIS.130	NVIS Operations – Training & checking			Training and checking shall be conducted in accordance with a detailed syllabus approved by the competent authority and included in the operations manual. Crew training programmes shall: improve knowledge of the NVIS working environment and equipment; improve crew coordination; and include measures to minimise the risks associated with entry into low visibility conditions and NVIS normal and emergency procedures. It shall be assessed during: (A) night proficiency checks; and (B) line checks.		
345	SPA.NVIS.130 AMC1 SPA.NVIS.130(f) (1)	NVIS Training & checking programme - Training			The flight crew training syllabus should include the following items: (1) NVIS working principles, eye physiology, vision at night, limitations and techniques to overcome these limitations; (2) preparation and testing of NVIS equipment; (3) preparation of the helicopter for NVIS operations; (4) normal and emergency procedures including all NVIS failure modes; (5) maintenance of unaided night flying; (6) crew coordination concept specific to NVIS operations; (7) practice of the transition to and from NVG procedures; (8) awareness of specific dangers relating to the operating environment; and (9) risk analysis, mitigation and management. See GMs SPA.NVIS.130(f) for more details.		
346	SPA.NVIS.130 AMC1 SPA.NVIS.130(f) (1)	NVIS Training & checking programme - Checking			(a) The flight crew training syllabus should include the following items: (1) NVIS working principles, eye physiology, vision at night, limitations and techniques to overcome these limitations; (2) preparation and testing of NVIS equipment; (3) preparation of the helicopter for NVIS operations; (4) normal and emergency procedures including all NVIS failure modes; (5) maintenance of unaided night flying; (6) crew coordination concept specific to NVIS operations; (7) practice of the transition to and from NVG procedures; (8) awareness of specific dangers relating to the operating environment; and (9) risk analysis, mitigation and management. (b) The flight crew checking syllabus should include: (1) night proficiency checks, including emergency procedures to be used on NVIS operations; and (2) line checks with special emphasis on the following: (i) local area meteorology; (ii) NVIS flight planning; (iii) NVIS in-flight procedures; (iv) transitions to and from night vision goggles (NVG); (v) normal NVIS procedures; and (vi) crew coordination specific to NVIS operations. (c) Whenever the crew is required to also consist of an NVIS technical crew member, he/she should be trained and checked in the following items: (1) NVIS working principles, eye physiology, vision at night, limitations, and techniques to overcome these limitations; (2) duties in the NVIS role, with and without NVGs; (3) the NVIS installation; (4) operation and use of the NVIS equipment; (5) preparing the helicopter and specialist equipment for NVIS operations; (6) normal and emergency procedures; (7) crew coordination concepts specific to NVIS operations;		

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					(8) awareness of specific dangers relating to the operating environment; and (9) risk analysis, mitigation and management.		
HHO training							
347	SPA.HHO.130 HHO Operations - Experience	SPA.HHO.130 HHO Operations - Experience			The minimum experience level for the commander conducting HHO flights shall not be less than: (1) Offshore: (i) 1 000 hours as pilot-in-command/commander of helicopters, or 1 000 hours as co-pilot in HHO of which 200 hours is as pilot-in-command under supervision; and (ii) 50 hoist cycles conducted offshore, of which 20 cycles shall be at night if night operations are being conducted, where a hoist cycle means one down-and-up cycle of the hoist hook. (2) Onshore: (i) 500 hours as pilot-in-command/commander of helicopters, or 500 hours as co-pilot in HHO of which 100 hours is as pilot-in-command under supervision; (ii) 200 hours operating experience in helicopters gained in an operational environment similar to the intended operation; and (iii) 50 hoist cycles, of which 20 cycles shall be at night if night operations are being conducted.		
348	SPA.HHO.130	HHO Operations – Operational training & experience			Successful completion of training in accordance with the HHO procedures contained in the operations manual and relevant experience in the role and environment under which HHO are conducted.		
349	SPA.HHO.130 HHO Operations – Recency	SPA.HHO.130 HHO Operations – Recency			All pilots and HHO crew members conducting HHO shall have completed in the last 90 days: (1) when operating by day: any combination of three day or night hoist cycles, each of which shall include a transition to and from the hover; (2) when operating by night: three night hoist cycles, each of which shall include a transition to and from the hover.		
350	SPA.HHO.130	HHO Operations – Training & checking			Crew training programmes shall: improve knowledge of the HHO working environment and equipment; improve crew coordination; and include measures to minimise the risks associated with HHO normal and emergency procedures and static discharge. It shall be assessed during visual meteorological conditions (VMC) day proficiency checks, or VMC night proficiency checks when night HHO are undertaken by the operator.		
351	AMC1 SPA.HHO.130(f) (1)	HHO Operations – Training & checking programme – Training			The flight crew training syllabus should include the following items: (1) fitting and use of the hoist; (2) preparing the helicopter and hoist equipment for HHO; (3) normal and emergency hoist procedures by day and, when required, by night; (4) crew coordination concepts specific to HHO; (5) practice of HHO procedures; and (6) the dangers of static electricity discharge		
352	AMC1 SPA.HHO.130(f) (1)	HHO Operations – Training & checking programme – Checking			The flight crew checking syllabus should include: (1) proficiency checks, which should include procedures likely to be used at HHO sites with special emphasis on: (i) local area meteorology; (ii) HHO flight planning; (iii) HHO departures; (iv) a transition to and from the hover at the HHO site; (v) normal and simulated emergency HHO procedures; and		

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					(vi) crew coordination. (c) HHO technical crew members should be trained and checked in the following items: (1) duties in the HHO role; (2) fitting and use of the hoist; (3) operation of hoist equipment; (4) preparing the helicopter and specialist equipment for HHO; (5) normal and emergency procedures; (6) crew coordination concepts specific to HHO; (7) operation of inter-communication and radio equipment;		
HEMS training							
353	SPA.EMS.130 AMC1 SPA.EMS.130(a)	HEMS Operations - Experience			The minimum experience level for the commander conducting HEMS flights shall not be less than: (a) either: (1) 1 000 hours as a pilot-in-command/commander of aircraft, of which 500 hours are as a pilot-in-command/commander on helicopters; or (2) 1 000 hours as a co-pilot in HEMS operations of which at least 500 hours are as a pilot-in-command under supervision, and 100 hours as a pilot-in command/commander on helicopters; (b) 500 hours' operating experience in helicopters, gained in an operational environment similar to that of the intended operation; (c) for pilots engaged in restricted night operations that do not include landing at night at HEMS operating sites, 20 hours of VMC at night as a pilot-in-command/commander; and (d) for pilots engaged in unrestricted night operations: (1) 30 hours of VMC at night, to which 3 hours may be credited for every hour flown as part of a structured night HEMS training programme on a suitable FSTD. The structured training programme may be part of the operator conversion course or command course of the HEMS operator. This experience comes in addition to point (c); (2) 10 approaches, landings and take-offs by night at operating sites in an operational environment similar to that of the intended operation in the helicopter or in a FFS level D.		
354	SPA.EMS.130	HEMS Operations – Operational training & experience			Successful completion of operational training in accordance with the HEMS procedures contained in the operations manual.		
355	SPA.EMS.130 HEMS Operations – Recency	SPA.EMS.130 HEMS Operations – Recency			All pilots conducting HEMS operations shall have completed a minimum of 30 minutes' flight by sole reference to instruments in a helicopter or in an FSTD within the last 6 months.		
356	SPA.EMS.130	HEMS Operations – Training & checking			Crew training programmes shall: improve knowledge of the HEMS working environment and equipment; improve crew coordination; and include measures to minimise the risks associated with en-route transit in low visibility conditions, selection of HEMS operating sites and approach and departure profiles. It shall be assessed during: (A) VMC day proficiency checks, or VMC night proficiency checks when night HEMS operations are undertaken by the operator; and (B) line checks.		
357	AMC1 SPA.EMS.130(f)(1)	HHO Operations – Training & checking programme – Training			(a) The flight crew initial and recurrent training syllabus should include the following items: (1) meteorological training focusing on the understanding and interpretation of available weather information; (2) preparing the helicopter and specialist medical equipment for subsequent HEMS departure;		

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					(3) practice of HEMS departures; (4) the assessment from the air of the suitability of HEMS operating sites; and (5) the medical effects air transport may have on the patient. (b) Single-pilot operations (1) The flight crew training syllabus should include initial and annual recurrent helicopter/FSTD training focusing on crew cooperation with the technical crew member. (2) The initial training should include at least 4 hours flight instruction dedicated to crew cooperation unless: (i) the pilot holds a certificate of satisfactory completion of a multi-crew cooperation course in accordance with BAR 1 Part FCL; or (ii) the pilot has at least 500 hours in either multi-pilot operations or single-pilot operations with a HEMS or equivalent technical crew member, or a combination of these. (3) The training described in (1) and (2) above should be organized with a crew composition of one pilot and one technical crew member. (4) The training described in (1) and (2) should be conducted by a suitably qualified commander with a minimum experience of 350hours in either multi-pilot operations or single-pilot operations with a HEMS technical crew member, or a combination of these.		
358	AMC1 SPA. HEMS.130(f)(1)	HHO Operations – Training & checking programme – Checking			(1) proficiency checks, which should include landing and take-off profiles likely to be used at HEMS operating sites; and (2) line checks, with special emphasis on the following: (i) local area meteorology; (ii) HEMS flight planning; (iii) HEMS departures; (iv) the selection from the air of HEMS operating sites; (v) low level flight in poor weather; and (vi) familiarity with established HEMS operating sites in the operator's local area register. (vii) crew cooperation.		
2.2 CABIN CREW							
Conduct of training & checking							
359	ORO.CC.115	Training course – General – Programme & syllabus			A detailed programme and syllabus shall be established by the operator for each training course in accordance with the applicable requirements of Subpart CC, and of BAR 1 Part CC where applicable, to cover the duties and responsibilities to be discharged by the cabin crew members (CCM).		
360	ORO.CC.115	Training course – General			Each training course shall include theoretical and practical instruction together with individual or collective practice, as relevant to each training subject, in order that the CCM achieves and maintains the adequate level of proficiency in accordance with Subpart CC.		
361	ORO.CC.115	Training course – General			Each training course shall be: (1) conducted in a structured and realistic manner; and (2) performed by personnel appropriately qualified for the subject to be covered.		
362	AMC1 ORO.CC.115(c)	Training course – General – Training methods			The operator should establish training methods that take into account the following: (1) training should include the use of cabin training devices, audio-visual presentations, computer-based training and other types of training, as most appropriate to the training element; and		

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					(2) a reasonable balance between the different training methods should be ensured so that the cabin crew member achieves the level of proficiency necessary for a safe performance of all related cabin crew duties and responsibilities.		
363	AMC1 ORO.CC.115(c)	Training course – General – Training devices			When assessing the representative training devices to be used, the operator should: (1) take into account that a representative training device may be used to train cabin crew as an alternative to the use of the actual aircraft or required equipment; (2) ensure that those items relevant to the training and checking intended to be given accurately represent the aircraft or equipment in the following particulars: (i) layout of the cabin in relation to doors/exits, galley areas and safety and emergency equipment stowage as relevant; (ii) type and location of passenger seats and cabin crew stations; (iii) doors/exits in all modes of operation, particularly in relation to the method of operation, mass and balance and operating forces, including failure of power-assist systems where fitted; and (iv) safety and emergency equipment of the type provided in the aircraft (such equipment may be 'training use only' items and, for oxygen and protective breathing equipment, units charged with or without oxygen may be used); (3) assess the following factors when determining whether a door/exit can be considered to be a variant of another type: (i) door/exit arming/disarming; (ii) direction of movement of the operating handle; (iii) direction of door/exit opening; (iv) power-assist mechanisms; and (v) assisting evacuation means such as slides and ropes.		
364	ORO.CC.115	Training course – General – Checking			During or following completion of all training required by ORO.CC, each cabin crew member shall undergo a check covering all training elements of the relevant training programme, except for CRM training. Checks shall be performed by personnel appropriately qualified to verify that the CCM has achieved and/or maintains the required level of proficiency.		
365	AMC1 ORO.CC.115(d)	Training course – General – Checking			(a) Checking required for each training course should be accomplished by the method appropriate to the training element to be checked. These methods include: (1) practical demonstration; (2) computer-based assessment; (3) in-flight checks; (4) oral or written tests. (b) Training elements that require individual practical participation may be combined with practical checks.		
CRM - Generalities							
366	ORO.CC.115 CRM Training	ORO.CC.115 CRM Training			CRM training courses and CRM modules where applicable shall be conducted by a cabin crew CRM instructor. When CRM elements are integrated in other training, a cabin crew CRM instructor shall manage the definition and implementation of the syllabus.		
367	AMC1 ORO.CC.115(e)	Training course – General – CRM			The table 1 of AMC1 ORO.CC.115(e) defines the content of CRM trainings.		
368	AMC1 ORO.CC.115(e)	CRM - Training environment			CRM training should be conducted in the non-operational environment (classroom and computer-based) and in the operational environment (cabin training device and aircraft). Tools such as group discussions, team task analysis, team task simulation		

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					and feedback should be used. Whenever possible, classroom training should be conducted in a group session away from the pressures of the usual working environment, so that the opportunity is provided for cabin crew members to interact and communicate in an environment conducive to learning. Computer-based training should not be conducted as a stand-alone training method but may be conducted as a complementary training method. Whenever practicable, relevant parts of CRM training should be conducted in representative cabin training devices that reproduce a realistic operational environment, or in the aircraft. During practical training, interaction should be encouraged. CRM principles should be integrated into relevant parts of cabin crew training and operations including checklists, briefings and emergency procedures.		
369	AMC1 ORO.CC.115(e)	CRM – Management system			CRM training should address hazards and risks identified by the operator's management system described in ORO.GEN.200.		
370	AMC1 ORO.CC.115(e)	CRM – Competency-based			Whenever practicable, the compliance-based approach concerning CRM training may be substituted by a competency-based approach such as evidence-based training. In this context, CRM training should be characterised by a performance orientation, with emphasis on standards of performance and their measurement, and the development of training to the specified performance standards.		
371	AMC1 ORO.CC.115(e)	CRM – Contracted CRM training			If the operator chooses not to establish its own CRM training, another operator, a third party or a training organisation may be contracted to provide the training in accordance with ORO.GEN.205. In case of contracted CRM training, the operator should ensure that the content of the course covers the specific culture, the type of operations and the associated procedures of the operator. When crew members from different operators attend the same course, the CRM training should be specific to the relevant flight operations and to the trainees concerned.		
372	AMC1 ORO.CC.115(e) GM4 ORO.CC.115(e)	Conduct of training courses and associated checking – Syllabus – Resilience development			CRM training should address the main aspects of resilience development. The training should cover: (i) Mental flexibility Cabin crew should be trained to: (A) understand that mental flexibility is necessary to recognise critical changes; (B) reflect on their judgement and adjust it to the unique situation; (C) avoid fixed prejudices and over-reliance on standard solutions; and (D) remain open to changing assumptions and perceptions. (ii) Performance adaptation Cabin crew should be trained to: (A) mitigate frozen behaviours, overreactions and inappropriate hesitation; and (B) adjust actions to current conditions. See GM4 ORO.CC.115(e) for more details.		
373	AMC1 ORO.CC.115(e)	CRM – Syllabus – Surprise and startle effect			CRM training should address unexpected, unusual and stressful situations. Therefore, CRM training should be designed to prepare cabin crew to master sudden events and associated uncontrolled reactions.		
374	AMC1 ORO.CC.115(e)	CRM – Syllabus – Cultural differences			CRM training should cover cultural differences of multinational and cross-cultural crews. This includes recognising that: (i) different cultures may have different communication specifics, ways of understanding and approaches to the same situation or problem; (ii) difficulties may arise when crew members with different mother tongue communicate in a common language which is not their mother tongue; and (iii) cultural differences may lead to different methods for identifying a situation and solving a problem.		

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375	AMC1 ORO.CC.115(e)	CRM – Syllabus – Operator's safety culture and company culture			CRM training should cover the operator's safety culture, its company culture, the type of operations and the associated procedures of the operator. This should include areas of operations that may lead to particular difficulties or involve unusual hazards.		
376	AMC1 ORO.CC.115(e)	CRM – Syllabus – Case studies			(i) CRM training should cover aircraft type-specific case studies, based on the information available within the operator's management system, including: (A) accident and serious incident reviews to analyse and identify any associated non-technical causal and contributory factors, and instances or examples of lack of CRM; and (B) analysis of occurrences that were well managed. (ii) If relevant aircraft type-specific or operator-specific case studies are not available, the operator should consider other case studies relevant to the scale and scope of its operations.		
377	AMC2 ORO.CC.115(e) CRM – Single CCM	AMC2 ORO.CC.115(e) CRM – Single CCM			For single cabin crew operations, AMC1 ORO.CC.115(e) should be applied with the following differences: (a) Relevant training elements CRM training should focus on the elements specified in Table 1 of (g) of AMC1 ORO.CC.115(e) which are relevant to single cabin crew operations. Therefore, single cabin crew CRM training should include, among others: (1) situation awareness; (2) workload management; (3) decision-making; (4) resilience development; (5) surprise and startle effect; and (6) effective communication and coordination with (i) the flight crew; and (ii) other operational personnel and ground services. (b) Virtual classroom Notwithstanding (a)(2) of AMC1 ORO.CC.115(e), classroom training may take place remotely, using a videoconferencing tool for a cabin crew member operating on aircraft with a maximum operational passenger seating configuration of 19 or less. The tool should permit real-time interaction between the trainees and the trainer, including speech and elements of body language. It should also be capable of transmitting any document to the trainee that the trainer wishes to present. The CRM trainer should establish the list of trainees in advance. Their number should be limited to 6 to ensure a sufficient level of interaction during the training session.		
378	GM6 ORO.CC.115(e)	Conduct of training courses and associated checking - CRM Training — Virtual Classroom Training — Single-Cabin Crew Operations of Aircraft with an MOPSC of 19 or Less			(a) A successful virtual classroom training relies on the ability of the trainer to make best use of the associated technologies in the context of CRM training. The cabin crew CRM trainer may need to receive appropriate training covering the following: (1) learning style; (2) teaching method associated with virtual classroom instruction, such as videoconferencing, and a familiarisation with the virtual classroom instruction system in use, including management of time, training media and equipment and tools. (b) The requirement of ORO.GEN.140 for the operator to grant access to the competent authority also applies to the virtual classroom training. (c) More information on virtual classroom training is provided in the EASA Guidance for allowing virtual classroom instruction and distance learning.		
CRM trainer							
379	ORO.CC.115 AMC3 ORO.CC.115(e)	CRM trainer - Introduction			The provisions described below: (1) should be fulfilled by cabin crew CRM trainers responsible for classroom CRM training; and		

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					(2) are not applicable to trainers or instructors conducting training other than CRM training, but integrating CRM elements into this training. Nevertheless, trainers or instructors who are integrating CRM elements into the aircraft type training, recurrent training or senior cabin crew member training should have acquired relevant knowledge of human performance and limitations, and have completed appropriate CRM training.		
380	AMC3 ORO.CC.115(e)	CRM trainer - Qualification			(1) A training and standardisation programme for cabin crew CRM trainers should be established. (2) The cabin crew CRM trainer, in order to be suitably qualified, should: (i) have adequate knowledge of the relevant flight operations; (ii) have received instructions on human performance and limitations (HPL); (iii) have completed an introductory CRM course, as required in Part-CC, and an operator's CRM training, as specified in AMC1 ORO.CC.115(e); (iv) have received training in group facilitation skills; (v) have received additional training in the fields of group management, group dynamics and personal awareness; and (vi) have demonstrated the knowledge, skills and credibility required to train the CRM training elements in the non-operational environment, as specified in Table 1 of AMC1 ORO.CC.115(e). (3) An experienced CRM trainer may become a cabin crew CRM trainer if he/she demonstrates a satisfactory knowledge of the relevant flight operations and the cabin crew working environment, and fulfils the provisions specified in (2)(ii) to (2)(vi).		
381	AMC3 ORO.CC.115(e)	CRM trainer - Training			(1) Training of cabin crew CRM trainers should be both theoretical and practical. Practical elements should include the development of specific trainer skills, particularly the integration of CRM into day-to-day operations. (2) The basic training of cabin crew CRM trainers should include the training elements for cabin crew, as specified in Table 1 of AMC1 ORO.CC.115(e). In addition, the basic training should include the following: (i) introduction to CRM training; (ii) operator's management system; and (iii) characteristics, as applicable: (A) of the different types of CRM trainings (initial, recurrent, etc.); (B) of combined training; and (C) related to the type of aircraft or operation. (3) The refresher training of cabin crew CRM trainers should include new methodologies, procedures and lessons learned. (4) The training of cabin crew CRM trainers should be conducted by cabin crew CRM trainers with a minimum of 3 years' experience. Assistance may be provided by experts in order to address specific areas.		
382	AMC3 ORO.CC.115(e) GM5 ORO.CC.115(e)	CRM trainer - Assessment			(1) A cabin crew CRM trainer should be assessed by the operator when conducting the first CRM training course. This first assessment should be valid for a period of 3 years. (2) Assessment is the process of observing, recording, interpreting and debriefing the cabin crew CRM trainer. The operator should describe the assessment process in the operations manual. All personnel involved in the assessment must be credible and competent in their role. See GM5 ORO.CC.115(e)		
383	AMC3 ORO.CC.115(e)	CRM trainer – Recency and renewal			(1) For recency of the 3-year validity period, the cabin crew CRM trainer should: (i) conduct at least 2 CRM training events in any 12-month period;		

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					(ii) be assessed within the last 12 months of the 3-year validity period by the operator; and (iii) complete CRM trainer refresher training within the 3-year validity period. (2) The next 3-year validity period should start at the end of the previous period. (3) For renewal, i.e. when a cabin crew CRM trainer does not fulfil the provisions of (1), he/she should, before resuming as cabin crew CRM trainer: (i) comply with the qualification provisions of (b) and (d); and (ii) complete CRM trainer refresher training.		
384	GM2 ORO.CC.115(e)	CRM trainer – Minimum times			(3) cabin crew CRM trainer: (i) basic training: (A) 18 training hours when the operator can justify that the trainee already has received sufficient and suitable instruction on training skills in order to conduct CRM training courses; or (B) 30 training hours for trainees not fulfilling (A); and (ii) refresher training: 6 training hours. Note: 'Training hours' means actual training time excluding breaks.		
Conversion & difference training							
385	ORO.CC.125 CC.TRA.225(b)(i)	Conversion course – Operator & aircraft type - General			Each CCM shall have completed appropriate aircraft type specific training and operator conversion training, as well as the associated checks, before being: (1) first assigned by the operator to operate as a cabin crew member; or (2) assigned by that operator to operate on another aircraft type. Note: No crediting can be given to operator specific training and checking that was provided by a TCO if no BASA or delegated act exists that is catering for such acceptance or crediting		
386	ORO.CC.125 CC.TRA.225(b)(i)	Conversion course – Operator & aircraft type - General			When establishing the aircraft type specific and the operator conversion training programmes and syllabi, the operator shall include, where available, the mandatory elements for the relevant type as defined in the data established		
387	ORO.CC.125 CC.TRA.225(b)(i)	Conversion course – Aircraft type specific programme			The aircraft type specific training programme shall: (1) involve training and practice on a representative training device or on the actual aircraft; and (2) cover at least the following aircraft type specific training elements: (i) aircraft description as relevant to cabin crew duties; (ii) all safety equipment and systems installed relevant to cabin crew duties; (iii) operation and actual opening, by each cabin crew member, of each type or variant of normal and emergency doors and exits in the normal and emergency modes; (iv) demonstration of the operation of the other exits including flight crew compartment windows; (v) fire and smoke protection equipment where installed; (vi) evacuation slide training, where fitted; (vii) operation of the seat, restraint system and oxygen system equipment relevant to pilot incapacitation.		
388	AMC1 ORO.CC.125(c)	Conversion course – Aircraft type specific programme – Aircraft description			(1) type of aircraft, principal dimensions, narrow or wide bodied, single or double deck; (2) speed, altitude, range; (3) passenger seating capacity; (4) flight crew number and minimum number of required cabin crew; (5) cabin doors/exits location and sill height; (6) cargo and unpressurised areas as relevant; (7) aircraft systems relevant to cabin crew duties;		

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					(8) flight crew compartment - general presentation, pilot seats and their mechanism, emergency exits, storage; (9) required cabin crew stations; (10) flight crew compartment security - general: door components and use; (11) access to avionics bay where relevant; (12) lavatories - general: doors, systems, calls and signs; and (13) least risk bomb location.		
389	AMC1 ORO.CC.125(c)	Conversion course – Aircraft type specific programme – Safety and emergency equipment and aircraft systems installed			Each CCM should receive realistic training on, and demonstration of, the location and use of all aircraft type specific safety and emergency equipment and aircraft systems installed, with emphasis on the following: (1) slides, and where non-self-supporting slides are carried, the use of any associated assisting evacuation means; (2) life-rafts and slide-rafts, including the equipment attached to, and/or carried in, the raft; (3) drop-out oxygen system; and (4) communication equipment.		
390	AMC1 ORO.CC.125(c)	Conversion course – Aircraft type specific programme – Operation of doors and exits			This training should be conducted in a representative training device or in the actual aircraft and should include failure of power assist systems where fitted and the action and forces required to operate and deploy evacuation slides. Training should also include operation and actual opening of the flight crew compartment security door when installed.		
391	AMC1 ORO.CC.125(c)	Conversion course – Aircraft type specific programme – Fire and smoke protection equipment Each cabin crew member should be trained in using fire and/or smoke protection equipment where fitted.					
392	AMC1 ORO.CC.125(c)	Conversion course – Aircraft type specific programme – Evacuation slide training			(1) Each cabin crew member should descend an evacuation slide from a height representative of the aircraft main deck sill height. (2) The slide should be fitted to a representative training device or to the actual aircraft. (3) A further descent should be made when the cabin crew member qualifies on an aircraft type in which the main deck exit sill height differs significantly from any aircraft type previously operated.		
393	AMC1 ORO.CC.125(c)	Conversion course – Aircraft type specific programme – Operation of equipment related to pilot incapacitation			The training should cover any type specific elements or conditions relevant to cabin crew actions to be taken in case of pilot incapacitation. Each CCM should be trained to operate all equipment that must be used in case of pilot incapacitation.		
394	ORO.CC.125 CC.TRA.225(b)(i)	Conversion course – Operator conversion programme			The operator conversion training programme for each aircraft type to be operated shall: (1) involve training and practice on a representative training device or on the actual aircraft; (2) include training in the operator's standard operating procedures for cabin crew members to be first assigned to duties by the operator; (3) cover at least the following operator specific training elements as relevant to the aircraft type to be operated: (i) description of the cabin configuration; (ii) location, removal and use of all portable safety and emergency equipment carried on-board; (iii) all normal and emergency procedures; (iv) passenger handling and crowd control; (v) fire and smoke training including the use of all related fire-fighting and protective equipment representative of that carried on-board;		

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					(vi) evacuation procedures; (vii) pilot incapacitation procedures; (viii) applicable security requirements and procedures; (ix) crew resource management.		
395	AMC1 ORO.CC.125(d)	Conversion course – Operator conversion programme – Description of the cabin configuration			The description should cover all elements specific to the operator's cabin configuration and any differences with those previously covered in accordance with AMC1 ORO.CC.125(c), including: (1) required and additional cabin crew stations - location (including direct view), restraint systems, control panels; (2) passenger seats – general presentation and associated operator's specific features and equipment; (3) designated stowage areas; (4) lavatories - operator's specific features, equipment and systems additional to the aircraft type specific elements; (5) galley - location, appliances, water and waste system, including shut-off, sinks, drains, stowage, control panels, calls and signs; and where applicable (6) crew rest areas - location, systems, controls, safety and emergency equipment; (7) cabin dividers, curtains, partitions; (8) lift location, use, controls; (9) stowage for the containment of waste; and (10) passenger hand rail system or alternative means. (11) in-flight entertainment (IFE) system, if installed (e.g. central system or hand-held device(s) such as PEDs for the use by passenger(s) as applicable) and its safety aspects.		
396	AMC1 ORO.CC.125(d)	Conversion course – Operator conversion programme – Safety and emergency equipment			Each cabin crew member should receive realistic training on and demonstration of the location and use of all safety and emergency equipment carried, including: (1) life-jackets, infant life-jackets and flotation devices; (2) first-aid and drop-out oxygen, including supplementary systems; (3) fire extinguishers and protective breathing equipment (PBE); (4) crash axe or crowbar; (5) emergency lights including torches; (6) communication equipment, including megaphones; (7) slide-rafts and life-rafts' survival packs and their contents; (8) pyrotechnics (actual or representative devices); (9) first-aid kits, emergency medical kits and their contents; and (10) other portable safety and emergency equipment, where applicable.		
397	AMC1 ORO.CC.125(d)	Conversion course – Operator conversion programme – Normal and emergency procedures			Each cabin crew member should be trained on the operator's normal and emergency procedures as applicable, with emphasis on the following: (1) passenger briefing, safety demonstration and cabin surveillance; (2) severe air turbulence; (3) non-pressurisation, slow and sudden decompression, including the donning of portable oxygen equipment by each cabin crew member; (4) other in-flight emergencies; and (5) carriage of special categories of passengers (SCPs)		
398	AMC1 ORO.CC.125(d)	Conversion course – Operator conversion programme – Passenger handling and crowd control			Training should be provided on the practical aspects of passenger preparation and handling, as well as crowd control, in various emergency situations as applicable to the operator's specific aircraft cabin configuration, and should cover the following: (1) communications between flight crew and cabin crew and use of all communications equipment, including the difficulties of coordination in a smoke-filled environment;		

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					(2) verbal commands; (3) the physical contact that may be needed to encourage people out of a door/exit and onto a slide; (4) redirection of passengers away from unusable doors/exits; (5) marshalling of passengers away from the aircraft; (6) evacuation of special categories of passengers with emphasis on passengers with disabilities or reduced mobility; and (7) authority and leadership.		
399	AMC1 ORO.CC.125(d)	Conversion course – Operator conversion programme – Fire and smoke training			(1) Each cabin crew member should receive realistic and practical training in the use of all fire-fighting equipment, including protective clothing representative of that carried in the aircraft. (2) Each cabin crew member should: (i) extinguish an actual fire characteristic of an aircraft interior fire except that, in the case of halon extinguishers, an alternative extinguishing agent may be used; and (ii) exercise the donning and use of PBE in an enclosed simulated smoke-filled environment with particular emphasis on identifying the actual source of fire and smoke.		
400	AMC1 ORO.CC.125(d)	Conversion course – Operator conversion programme – Evacuation procedures			Training should include all the operator's procedures that are applicable to planned or unplanned evacuations on land and water. It should also include, where relevant, the additional actions required from cabin crew members responsible for a pair of doors/exits and the recognition of when doors/exits are unusable or when evacuation equipment is unserviceable.		
401	AMC1 ORO.CC.125(d)	Conversion course – Operator conversion programme – Pilot incapacitation procedures			Unless the minimum flight crew is more than two, each cabin crew member should be trained in the procedure for pilot incapacitation. Training in the use of flight crew checklists, where required by the operator's standard operating procedures (SOPs), should be conducted by a practical demonstration.		
402	AMC1 ORO.CC.125(d) AMC1 ORO.CC.115(e)	Conversion course – Operator conversion programme – Crew resource management			The operator's CRM training should cover all elements listed in Table 1 of (g). Several training elements are specified as 'not required' for the operator's CRM training, since they are covered under the introductory CRM course for cabin crew as required in Part-CC. If the cabin crew member undertakes the operator's conversion training on an aircraft type, the applicable CRM training elements should be covered as specified in Table 1 of (g) AMC1 ORO.CC.115(e). (1) The operator should ensure that all applicable CRM training elements, as specified in Table 1 of AMC1 ORO.CC.115(e), are covered to the level required in the column 'Operator aircraft type conversion training'. (2) The operator's CRM training and the CRM training covered during the operator aircraft type conversion training should be conducted by at least one cabin crew CRM instructor.		
403	GM2 ORO.CC.115(e)	Conversion course – Operator conversion programme – Conduct of training courses and associated checking - Duration Operator's CRM training: 6 training hours					
404	ORO.CC.130 CC.TRA.225(b)(ii)	Difference training			In addition to the training required in ORO.CC.125, the CCM shall complete appropriate training and checking covering any differences before being assigned on: (1) a variant of an aircraft type currently operated; or (2) a currently operated aircraft type or variant with different: (i) safety equipment; (ii) safety and emergency equipment location; or (iii) normal and emergency procedures.		
405	ORO.CC.130	Difference training			The differences training programme shall:		

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	CC.TRA.225(b)(ii)				(1) be determined as necessary on the basis of a comparison with the training programme completed by the CCM, in accordance with ORO.CC.125(c) and (d), for the relevant aircraft type; and (2) involve training and practice in a representative training device or the actual aircraft as relevant to the difference training element to be covered.		
406	ORO.CC.130 CC.TRA.225(b)(ii)	Difference training			When establishing a differences training programme and syllabus for a variant of an aircraft type currently operated, the operator shall include, where available, the mandatory elements for the relevant aircraft type and its variants as defined in the data established.		
407	AMC1 ORO.CC.125 & ORO.CC.130	Conversion course/difference training – Previous training			The programmes and syllabi of aircraft type specific training, operator conversion training and differences training should take into account the cabin crew member's previous training as documented in his/her training records.		
408	ORO.CC.135 Familiarisation	ORO.CC.135 Familiarisation			After completion of aircraft type specific training and operator conversion training on an aircraft type, each CCM shall complete appropriate supervised familiarisation on the type before being assigned to operate as a member of the minimum number of cabin crew required in accordance with ORO.CC.100.		
409	AMC1 ORO.CC.135 Familiarisation	AMC1 ORO.CC.135 Familiarisation			For CAT operations, familiarisation of cabin crew to a new aircraft type or variant should be completed in accordance with the following, as relevant: (1) New entrant cabin crew Each new entrant CCM having no previous comparable operating experience should participate in: (i) a familiarisation visit to the aircraft to be operated; and (ii) familiarisation flights. (2) Cabin crew operating on a subsequent aircraft type A CCM assigned to operate on a subsequent aircraft type with the same operator should participate either in a: (i) familiarisation flight; or (ii) familiarisation visit to the aircraft type to be operated.		
410	AMC1 ORO.CC.135	Familiarisation – Familiarisation flights			(1) During familiarisation flights, the cabin crew member should be assigned in addition to the minimum number of cabin crew required in accordance with ORO.CC.100 and if applicable ORO.CC.200. (2) Familiarisation flights should be: (i) conducted under the supervision of the senior cabin crew member; (ii) structured and conducted with the cabin crew member participating in pre-flight, in-flight and post-flight safety duties; (iii) operated with the cabin crew member wearing the operator's cabin crew uniform; and (iv) recorded in the training record of the cabin crew member.		
411	AMC1 ORO.CC.135	Familiarisation – Aircraft familiarisation visits			(1) Aircraft visits should enable the cabin crew member to become familiar with the aircraft environment and its equipment. Accordingly, aircraft visits should be conducted by appropriately qualified persons. The aircraft visit should provide an overview of the aircraft's exterior, interior and aircraft systems with emphasis on the following: (i) interphone and public address systems; (ii) evacuation alarm systems; (iii) emergency lighting; (iv) smoke detection systems; (v) safety and emergency equipment; (vi) flight crew compartment; (vii) cabin crew stations;		

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					(viii) lavatories; (ix) galleys, galley security and water shut-off; (x) cargo areas if accessible from the passenger compartment during flight; (xi) circuit breaker panels located in the passenger compartment; (xii) crew rest areas; and (xiii) doors/exits location and environment. (xiv) IFE system used for conveying safety-related information. (2) An aircraft familiarisation visit may be combined with the aircraft type specific training or operator conversion training required by ORO.CC.125.		
Recurrent training & checking							
412	ORO.CC.140 CC.TRA.225(b)(iii)	Recurrent & checking training – Frequency			Each CCM shall complete annually recurrent training and checking.		
413	ORO.CC.140 CC.TRA.225(b)(iii)	Recurrent & checking training – Training			Recurrent training shall cover the actions assigned to each member of the cabin crew in normal and emergency procedures and drills relevant to each aircraft type and/or variant to be operated.		
414	ORO.CC.140 CC.TRA.225(b)(iii)	Recurrent & checking training – Training – Aircraft			Aircraft type specific training elements: (1) Recurrent training shall include annually touch-drills by each CCM for simulating the operation of each type or variant of normal and emergency doors and exits for passenger evacuation. (2) Recurrent training shall also include at intervals not exceeding 3 years: (i) operation and actual opening by each cabin crew member, in a representative training device or in the actual aircraft, of each type or variant of normal and emergency exits in the normal and emergency modes; (ii) actual operation by each CCM, in a representative training device or in the actual aircraft, of the flight crew compartment security door, in both normal and emergency modes, and of the seat and restraint system, and a practical demonstration of the oxygen system equipment relevant to pilot incapacitation; (iii) demonstration of the operation of all other exits including the flight crew compartment windows; and (iv) demonstration of the use of the life-raft, or slide raft, where fitted.		
415	ORO.CC.140 CC.TRA.225(b)(iii)	Recurrent & checking training – Training – Operator			(1) Recurrent training shall include annually: (i) by each cabin crew member: (A) location and handling of all safety and emergency equipment installed or carried on board; and (B) the donning of life-jackets, portable oxygen and protective breathing equipment (PBE); (ii) stowage of articles in the passenger compartment; (iii) procedures related to aircraft surface contamination; (iv) emergency procedures; (v) evacuation procedures; (vi) incident and accident review; (vii) crew resource management; (viii) aero-medical aspects and first aid including related equipment; (ix) security procedures.		
416	ORO.CC.140 CC.TRA.225(b)(iii)	Recurrent & checking training – Training – Operator			(2) Recurrent training shall also include at intervals not exceeding three years: (i) use of pyrotechnics (actual or representative devices); (ii) practical demonstration of the use of flight crew checklists;		

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					(iii) realistic and practical training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft; (iv) by each cabin crew member: (A) extinguishing a fire characteristic of an aircraft interior fire; (B) donning and use of PBE in an enclosed simulated smoke-filled environment.		
417	ORO.CC.140 CC.TRA.225(b)(iii)	Recurrent & checking training – Validity			(1) The annual recurrent training validity period shall be 12 calendar months counted from the end of the month when the check was taken. (2) If the recurrent training and checking are undertaken within the last 3 calendar months of the validity period, the new validity period shall be counted from the original expiry date. (3) For the additional triennial training elements, the validity period shall be 36 calendar months counted from the end of the month when the checks were taken.		
418	AMC1 ORO.CC.140	Recurrent & checking training – Annual recurrent training programme			(1) Training on the location and handling of safety and emergency equipment should include all relevant oxygen systems, and any equipment such as defibrillators if carried on board. (2) Training on emergency procedures should cover pilot incapacitation procedures and crowd control techniques.		
419	AMC1 ORO.CC.140	Recurrent & checking training – Triennial recurrent training programme			(1) Training on the operation of normal and emergency doors/exits should cover failure of power assist systems where fitted. This should include the actions and forces required to operate and deploy evacuation slides, and additional training when relevant for CCM responsible for a pair of doors/exits. (2) Training in the use of all firefighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each CCM to extinguish a fire characteristic of an aircraft interior fire except that, in the case of halon extinguishers, an alternative extinguishing agent may be used. Training should place particular emphasis on identifying the actual source of fire or smoke. (3) Training on normal and emergency procedures for special categories of passengers (SCPs) should cover the specific procedures established by the operator for the carriage of SCPs. The operator may determine that such training is to be completed at shorter intervals, taking into account the route structure, passenger profiles, aircraft types operated, seasonal demands and operations.		
420	AMC1 ORO.CC.140 AMC1 ORO.CC.115(e)	Recurrent & checking training – CRM			CRM training should satisfy the following: (i) the applicable training elements specified in Table 1 of AMC1 ORO.CC.115(e) should be covered within a 3-year cycle to the level required by column 'Annual Recurrent Training'; (ii) the definition and implementation of the CRM training programme should be managed by a cabin crew CRM trainer; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM trainer.		
421	AMC1 ORO.CC.115(e)	Recurrent & checking training – CRM (1) Annual recurrent CRM training should be provided in such a way that all CRM training elements specified for the annual recurrent			training in Table 1 of (g) are covered over a period not exceeding 3 years. (2) Operators should update their recurrent CRM training programme over a period not exceeding 3 years. The revision of the programme should take into account information from the operator's management system.		
422	AMC1 ORO.CC.115(e)	Recurrent & checking training – CRM – Combined			Combined CRM training for flight crew and cabin crew: (i) Operators should provide combined training for flight crew and cabin crew during recurrent CRM training. (ii) The combined training should address at least:		

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					(A) effective communication, coordination of tasks and functions of flight crew and cabin crew; and (B) mixed multinational and cross-cultural flight crew and cabin crew, and their interaction, if applicable. (iii) Combined CRM training should be conducted by flight crew CRM trainer or cabin crew CRM trainer. (iv) There should be an effective liaison between flight crew and cabin crew training departments. Provision should be made for transfer of relevant knowledge and skills between flight crew and cabin crew CRM trainers.		
423	GM2 ORO.CC.115(e)	Recurrent & checking training – Conduct of training courses and associated checking – Minimum time			multi cabin crew operations: Combined CRM training: 6 training hours over a period of 3 years or, for EBT operators which have implemented a competency framework for cabin crew (e.g. ICAO PANS-TRG), a minimum of 3 training hours within 3 years Operator's CRM training for single cabin crew operations: 4 training hours for a cabin crew member operating on aircraft with a maximum operational passenger seating configuration of 19 or less.		
Refresher training							
424	ORO.CC.145	Refresher training - General			When a CCM, during the preceding six months within the validity period of the last relevant recurrent training and checking: (1) has not performed any flying duties, he/she shall, before being reassigned to such duties, complete refresher training and checking for each aircraft type to be operated; or (2) has not performed flying duties on one particular aircraft type, he/she shall, before being reassigned to duties, complete on that aircraft type: (i) refresher training and checking; or (ii) two familiarisation flights in accordance with ORO.CC.135.		
425	ORO.CC.145	Refresher training - Programme			The refresher training programme for each aircraft type shall at least cover: (1) emergency procedures; (2) evacuation procedures; (3) operation and actual opening, by each cabin crew member, of each type or variant of normal and emergency exits and of the flight crew compartment security door in the normal and emergency modes; (4) demonstration of the operation of all other exits including the flight crew compartment windows; (5) location and handling of all relevant safety and emergency equipment installed or carried on-board.		
426	AMC1 ORO.CC.145	Refresher training - Programme			(a) Training on emergency procedures should include pilot incapacitation procedures and crowd control techniques as applicable to the aircraft type; and (b) Operation of doors and exits by each CCM should include failure of power assist systems where fitted as well as the action and forces required to operate and deploy evacuation slides.		
427	ORO.CC.145	Refresher training - Programme			The operator may elect to replace refresher training by recurrent training if the reinstatement of the CCM's flying duties commences within the validity period of the last recurrent training and checking. If that validity period has expired, refresher training may only be replaced by aircraft type specific and operator conversion training as specified in ORO.CC.125.		

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SCCM training

428	ORO.CC.200	SCCM training - General			The operator shall nominate cabin crew members to the position of senior cabin crew member only if they: (1) have at least one year of experience as operating cabin crew member; and (2) have successfully completed a senior cabin crew training course and the associated check.		
429	ORO.CC.200	SCCM training – Training programme			The senior cabin crew training course shall cover all duties and responsibilities of SCCMs and shall include at least the following elements: (1) pre-flight briefing; (2) cooperation with the crew; (3) review of operator requirements and legal requirements; (4) accident and incident reporting; (5) human factors and crew resource management (CRM); and (6) flight and duty time limitations and rest requirements.		
430	AMC1 ORO.CC.200(c)	SCCM training – Training programme			The senior cabin crew member training course should at least cover the following elements: (a) Pre-flight briefing: (1) operating as a crew; (2) allocation of cabin crew stations and responsibilities; and (3) consideration of the particular flight, aircraft type, equipment, area and type of operation, including ETOPS and special categories of passengers with emphasis on passengers with disabilities or reduced mobility, infants and stretcher cases. (b) Cooperation within the crew: (1) discipline, responsibilities and chain of command; (2) importance of coordination and communication; and (3) pilot incapacitation. (c) Review of operator requirements and legal requirements: (1) passenger briefing, safety briefing cards; (2) securing of galleys; (3) stowage of cabin baggage; (4) electronic equipment; (5) procedures when fuelling with passengers on board; (6) turbulence; and (7) documentation. (d) Accident and incident reporting. (e) Human factors and CRM: The operator should ensure that all applicable elements specified in Table 1 of AMC1 ORO.CC.115(e) are integrated into the training and covered to the level required by Column 'Senior Cabin Crew Course'. (f) Flight and duty time limitations and rest requirements (FTL).		
431	AMC1 ORO.CC.115(e)	SCCM training – CRM			(1) CRM training for senior cabin crew members should be the application of knowledge gained in previous CRM training and operational experience relevant to the specific duties and responsibilities of a senior cabin crew member. The operator should ensure that for the senior cabin crew member course the CRM training elements are integrated into the training, as specified in Table 1 of (g) AMC1 ORO.CC.115(e). (2) During the training the senior cabin crew member should demonstrate the ability: (i) to manage the operation; and (ii) to take appropriate leadership and management decisions.		

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Single CCM operations							
432	ORO.CC.255	Single CCM operations - Training			The following additional training elements shall be covered with particular emphasis to reflect single cabin crew operations: (1) responsibility to the commander for the conduct of normal and emergency procedures; (2) importance of coordination and communication with the flight crew, in particular when managing unruly or disruptive passengers; (3) review of operator requirements and legal requirements; (4) documentation; (5) accident and incident reporting; and (6) flight and duty time limitations and rest requirements.		
Training and checking programs and related documentation							
433	ORO.CC.215				(b) After a cabin crew member has successfully completed a training course and the associated check, operator shall: (1) update the cabin crew member's training records in accordance with ORO.MLR.115; and		
434	ORO.CC.215				(b) After a cabin crew member has successfully completed a training course and the associated check, operator shall: (2) provide him/her with a list showing updated validity periods as relevant to the aircraft type(s) and variant(s) on which the cabin crew member is qualified to operate.		
MEL Training							
435	ORO.GEN.110(e) AMC1 ORO.GEN.110(e)	MEL Training programme			The operator should develop a training programme for crew members and detail such training in the Operations Manual. Such training programme should include: (1) the scope, extent and use of the MEL; (2) the operator's MEL procedures; (3) elementary maintenance procedures; and (4) pilot-in-command/commander responsibilities		
2.3 TECHNICAL CREW							
General							
436	ORO.TC.110	Training programme – General			The operator shall establish a training programme in accordance with the applicable requirements of ORO.TC to cover the duties and responsibilities to be performed by technical crew members.		
437	ORO.TC.110	Training programme – Checking			Following the completion of initial, operator conversion, differences and recurrent training, each technical crew member shall undergo a check to demonstrate their proficiency in carrying out normal and emergency procedures.		
438	AMC1 ORO.TC.110	Training programme – Checking			(a) Elements of training that require individual practice may be combined with practical checks. (b) The checks should be accomplished by the method appropriate to the type of training including: (1) practical demonstration; (2) computer-based assessment; (3) in-flight checks; and/or		

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					(4) oral or written tests.		
439	ORO.TC.110	Training programme – Personnel			Training and checking shall be conducted for each training course by personnel suitably qualified and experienced in the subject to be covered. The operator shall inform the competent authority about the personnel conducting the checks. The checks that follow the operator conversion training and any required familiarisation flights shall take place prior to operating as a required technical crew member in HEMS, VEMS, HHO or NVIS operations.		
440	ORO.TC.110	Training programme – Validity			The validity of the technical crew member's check to demonstrate their proficiency in carrying out normal and emergency procedures shall be 12 calendar months.		
Initial training							
441	ORO.TC.115	Initial training – General			Before undertaking the operator conversion training, each technical crew member shall complete initial training, including: (a) general theoretical knowledge on aviation and aviation regulations covering all elements relevant to the duties and responsibilities required of technical crew; (b) fire and smoke training; (c) survival training on ground and in water, appropriate to the type and area of operation; (d) aero-medical aspects and first-aid; (e) communication and relevant CRM elements of ORO.FC.115 and ORO.FC.215.		
442	AMC1 ORO.TC.115	Initial training – General theoretical knowledge on aviation			General theoretical knowledge on aviation and aviation regulations relevant to duties and responsibilities: (i) the importance of crew members performing their duties in accordance with the operations manual; (ii) continuing competence and fitness to operate as a crew member with special regard to flight and duty time limitations and rest requirements; (iii) an awareness of the aviation regulations relating to crew members and the role of the competent and inspecting authority; (iv) general knowledge of relevant aviation terminology, theory of flight, passenger distribution, meteorology and areas of operation; (v) pre-flight briefing of the crew members and the provision of necessary safety information with regard to their specific duties; (vi) the importance of ensuring that relevant documents and manuals are kept up-to-date with amendments provided by the operator; (vii) the importance of identifying when crew members have the authority and responsibility to initiate an evacuation and other emergency procedures; and (viii) the importance of safety duties and responsibilities and the need to respond promptly and effectively to emergency situations.		
443	AMC1 ORO.TC.115	Initial training – Fire & smoke training Fire and smoke training: (i) reactions to emergencies involving fire and smoke and identification of the fire sources; (ii) the classification of fires and the appropriate type and techniques of application of extinguishing agents, the consequences of misapplication, and of use in a confined space; and (iii) the general procedures of ground-based emergency services at aerodromes.					
444	AMC1 ORO.TC.115	Initial training – Survival training			When conducting extended overwater operations, water survival training, including the use of personal flotation equipment. Before first operating on an aircraft fitted with life-		

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					rafts or othersimilar equipment, training on the use of this equipment, including practice in water. Survival training appropriate to the areas of operation (e.g. polar, desert, jungle, sea or mountain).		
445	AMC1 ORO.TC.115	Initial training – First aid			Aero-medical aspects and first aid, including: (i) instruction on first aid and the use of first-aid kits; and (ii) the physiological effects of flying.		
446	AMC1 ORO.TC.115	Initial training – Communication			Effective communication between technical crew members and flight crew members, including common language and terminology.		
447	AMC1 ORO.TC.115	Initial training – CRM			All elements of CRM training applicable to flight crew members operating in a multi-pilot environment, as described in AMC1 ORO.FC.115, with the following difference: CRM principles should be integrated into relevant parts of technical crew training and operations including checklists, briefings, abnormal and emergency procedures.		
Operator conversion & difference training							
448	ORO.TC.120	Operator conversion training – General			Each technical crew member shall complete: (a) operator conversion training, including relevant CRM elements, (1) before being first assigned by the operator as a technical crew member; or (2) when changing to a different aircraft type or class, if any of the equipment or procedures mentioned in (b) are different. (b) Operator conversion training shall include: (1) the location and use of all safety and survival equipment carried on the aircraft; (2) all normal and emergency procedures; (3) on-board equipment used to perform duties in the aircraft or on the ground for the purpose of assisting the pilot during HEMS, VEMS, HHO or NVIS operations.		
449	ORO.TC.125	Difference training – General			(a) Each technical crew member shall complete differences training when changing equipment or procedures on types or variants currently operated. (b) The operator shall specify in the operations manual when such differences training is required.		
450	AMC1 ORO.TC.120&.125	Operator conversion & difference training – Fire & smoke			Fire and smoke training, including practical training in the use of all fire fighting equipment as well as protective clothing representative of that carried in the aircraft. Each technical crew member should: (i) extinguish a fire characteristic of an aircraft interior fire except that, in the case of Halon extinguishers, an alternative extinguishing agent may be used; and (ii) practise the donning and use of protective breathing equipment (when fitted) in an enclosed, simulated smoke-filled environment.		
451	AMC1 ORO.TC.120&.125	Operator conversion & difference training – Exits operations			Practical training on operating and opening all normal and emergency exits for passenger evacuation in an aircraft or representative training device and demonstration of the operation of all other exits.		
452	AMC1 ORO.TC.120&.125	Operator conversion & difference training – Evacuation procedures and other emergency situations Evacuation procedures and other emergency situations, including:			(i) recognition of planned or unplanned evacuations on land or water - this training should include recognition of unusable exits or unserviceable evacuation equipment; (ii) in-flight fire and identification of fire source; and (iii) other in-flight emergencies.		
453	AMC1 ORO.TC.120&.125	Operator conversion & difference training – Incapacitation			When the flight crew is more than one, training on assisting if a pilot becomes incapacitated, including a demonstration of: (i) the pilot's seat mechanism; (ii) fastening and unfastening the pilot's seat restraint system; (iii) use of the pilot's oxygen equipment, when applicable; and (iv) use of pilots' checklists.		

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454	AMC1 ORO.TC.120&.125	Operator conversion & difference training – Safety equipment			Training on, and demonstration of, the location and use of safety equipment, including the following: (i) life-rafts, including the equipment attached to, and/or carried in, the raft, where applicable; (ii) life-jackets, infant life-jackets and flotation devices, where applicable; (iii) fire extinguishers; (iv) crash axe or crow bar; (v) emergency lights, including portable lights; (vi) communication equipment, including megaphones; (vii) survival packs, including their contents; (viii) pyrotechnics (actual or representative devices); (ix) first-aid kits, their contents and emergency medical equipment; and (x) other safety equipment or systems, where applicable.		
455	AMC1 ORO.TC.120&.125	Operator conversion & difference training – Pax briefing			Training on passenger briefing/safety demonstrations and preparation of passengers for normal and emergency situations.		
456	AMC1 ORO.TC.120&.125	Operator conversion & difference training – DG			Training on the use of dangerous goods, if applicable.		
457	AMC1 ORO.TC.120&.125	Operator conversion & difference training – Other			Task-specific training.		
458	AMC2 ORO.TC.120&.125	Operator conversion & difference training			(a) The operator should determine the content of the conversion or differences training taking account of the technical crew member's previous training as documented in the technical crew member's training records. (b) Aircraft conversion or differences training should be conducted according to a syllabus and include the use of relevant equipment and emergency procedures and practice on a representative training device or on the actual aircraft. (c) The operator should specify in the operations manual the maximum number of types or variants that can be operated by a technical crew member.		
459	ORO.TC.130	Familiarisation flights – General			If the operator conversion training does not include training in an aircraft/FSTD, each technical crew member shall undertake familiarisation flights.		
Recurrent training							
460	ORO.TC.135	Recurrent training – General			(a) Within every 12-month period, each technical crew member shall undergo recurrent training relevant to the type or class of aircraft and equipment that the technical crew member operates. Elements of CRM shall be integrated into all appropriate phases of the recurrent training. (b) Recurrent training shall include theoretical and practical instruction and practice.		
461	AMC1 ORO.TC.135	Recurrent training – Yearly programme			The recurrent practical training should include every year: (1) emergency procedures, including early identification of pilot incapacitation; (2) evacuation procedures; (3) touch-drills by each technical crew member for opening normal and emergency exits for (passenger) evacuation; (4) the location and handling of emergency equipment and the donning by each technical crew member of life-jackets and protective breathing equipment (PBE), when applicable; (5) first aid and the contents of the first-aid kit(s); (6) stowage of articles in the cabin; (7) use of dangerous goods, if applicable; (8) incident and accident review; and		

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					(9) crew resource management: all major topics of the initial CRM training should be covered over a period not exceeding 3 years. See AMC1 ORO.FC.115.		
462	AMC1 ORO.TC.135	Recurrent training – 3 years programme			Recurrent training should include every 3 years: (1) practical training on operating and opening all normal and emergency exits for passenger evacuation in an aircraft or representative training device and demonstration of the operation of all other exits; (2) practical training in the use of all fire fighting equipment as well as protective clothing representative of that carried in the aircraft. Each technical crew member should: (i) extinguish a fire characteristic of an aircraft interior fire except that, in the case of Halon extinguishers, an alternative extinguishing agent may be used; and (ii) practise the donning and use of protective breathing equipment (when fitted) in an enclosed, simulated smoke-filled environment; (3) use of pyrotechnics (actual or representative devices); and (4) demonstration of the use of the life-raft, where fitted.		
Refresher training							
463	ORO.TC.140	Refresher training – General			(a) Each technical crew member who has not undertaken duties in the previous six months shall complete the refresher training specified in the operations manual. (b) The technical crew member who has not performed flying duties on one particular aircraft type or class during the preceding six months shall, before being assigned on that type or class, complete either: (1) refresher training on the type or class; or (2) two familiarisation sectors on the aircraft type or class.		
464	AMC1 ORO.TC.140	Refresher training – Programme			(a) Refresher training may include familiarisation flights. (b) Refresher training should include at least the following: (1) emergency procedures, including pilot incapacitation; (2) evacuation procedures; (3) practical training on operating and opening all normal and emergency exits for passenger evacuation in an aircraft or representative training device and demonstration of the operation of all other exits; and (4) the location and handling of emergency equipment, and the donning of life-jackets and protective breathing equipment, when applicable.		
MEL Training							
465	ORO.GEN.110(e) AMC1 ORO.GEN.110(e)	MEL Training programme			The operator should develop a training programme for crew members and detail such training in the Operations Manual. Such training programme should include: (1) the scope, extent and use of the MEL; (2) the operator's MEL procedures; (3) elementary maintenance procedures; and (4) pilot-in-command/commander responsibilities		
NVIS							
466	SPA.NVIS.130 AMC1 SPA.NVIS.130(f) (1)	NVIS Training & checking programme			NVIS technical crew member should be trained and checked in the following items: (1) NVIS working principles, eye physiology, vision at night, limitations, and techniques to overcome these limitations; (2) duties in the NVIS role, with and without NVGs; (3) the NVIS installation; (4) operation and use of the NVIS equipment; (5) preparing the helicopter and specialist equipment for NVIS operations;		

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					(6) normal and emergency procedures; (7) crew coordination concepts specific to NVIS operations; (8) awareness of specific dangers relating to the operating environment; and (9) risk analysis, mitigation and management. See GMs SPA.NVIS.130(f) for more details.		
HHO							
467	SPA.HHO.130 AMC1 SPA.HHO.130(f)(1)	HHO Training & checking programme			HHO technical crew members should be trained and checked in the following items: (1) duties in the HHO role; (2) fitting and use of the hoist; (3) operation of hoist equipment; (4) preparing the helicopter and specialist equipment for HHO; (5) normal and emergency procedures; (6) crew coordination concepts specific to HHO; (7) operation of inter-communication and radio equipment; (8) knowledge of emergency hoist equipment; (9) techniques for handling HHO passengers; (10) effect of the movement of personnel on the centre of gravity and mass during HHO; (11) effect of the movement of personnel on performance during normal and emergency flight conditions; (12) techniques for guiding pilots over HHO sites; (13) awareness of specific dangers relating to the operating environment; and (14) the dangers of static electricity discharge.		
HEMS							
468	SPA.HEMS.130 AMC2 SPA.HEMS.130(f)(1)	HEMS Training & checking programme			Initial and Recurrent Training Covering Primary Tasks HEMS technical crew members should be trained and checked in the following items: The HEMS technical crew member initial and recurrent training and checking syllabus required by SPA.HEMS.130(f)(1) and covering primary tasks as defined in point (b) of AMC1 SPA.HEMS.130(e), and tasks required by the operator's refuelling procedure in compliance with SPA.HEMS.155, and meeting the objectives of points (e)(3) and (f)(2) of SPA.HEMS.130 should include the following items as detailed under AMC2 SPA.HEMS.130(f)(1). For details on the Navigation Training please refer to AMC2 SPA.HEMS.130(f)(1) (b) For details on the Communication Training please refer to AMC2 SPA.HEMS.130(f)(1) (c) For details on the Monitoring Training please refer to AMC2 SPA.HEMS.130(f)(1) (d) For details on the Ground Crew Training please refer to AMC2 SPA.HEMS.130(f)(1) (e) For details on the Additional Training (as appropriate) please refer to AMC2 SPA.HEMS.130(f)(1) (f) For details on the Conversion Course Ground Training and Checking When Changing Helicopter Types or Changing Operators Training please refer to AMC2 SPA.HEMS.130(f)(1) (g & h) For details on the Initial Aircraft/FSTD Training please refer to AMC2 SPA.HEMS.130(f)(1) (i) For details on the Initial Line flying under Supervision please refer to AMC2 SPA.HEMS.130(f)(1) (j) For details on the Recurrent Aircraft/FSTD Training please refer to AMC2 SPA.HEMS.130(f)(1) (k) For details on the Line Checks please refer to AMC2 SPA.HEMS.130(f)(1) (l)		

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					For details on the Operator Proficiency Checks please refer to AMC2 SPA.HERS.130(f)(1) (m) For details on the Provision of Training and Checking please refer to AMC2 SPA.HERS.130(f)(1) (n)(o)(p)(q)(r)(s) For details on the CRM Assessment of The HEMS Technical Crew Member please refer to AMC2 SPA.HERS.130(f)(1) (t) For more details please refer to GM1/2/3 SPA.HERS.130(f)(1)		
2.4 DANGEROUS GOODS, SECURITY TRAINING AND FATIGUE MANAGEMENT TRAINING FOR OPERATIONS PERSONNEL							
Dangerous goods							
469	ORO.GEN.110 (j) Dangerous Goods – General	ORO.GEN.110 (j) Dangerous Goods – General			The operator shall establish and maintain dangerous goods training programmes for personnel as required by the technical instructions. Such training programmes shall be commensurate with the responsibilities of personnel. Training programmes of operators performing CAT, whether they transport dangerous goods or not, and of operators conducting operations other than CAT referred to in points (b), (c) and (d) of point ORO.GEN.005 that transport dangerous goods shall be subject to review and approval by the competent authority. Notwithstanding point (j), operators conducting commercial operations with either of the following aircraft shall ensure that the flight crew has received an appropriate dangerous goods training or briefing, to enable them to recognise undeclared dangerous goods brought on board by passengers or as cargo: (1) a single-engined propeller-driven aeroplane having an MCTOM of 5 700 kg or less and a MOPSC of 5 or less, operated in a flight taking off and landing at the same aerodrome or operating site, under VFR by day; (2) an other-than-complex motor-powered helicopter, single-engined, with an MOPSC of 5 or less, operated in a flight taking off and landing at the same aerodrome or operating site, under VFR by day.		
470	ICAO Doc 9284	Dangerous Goods – General – Validity The validity period of DG training is 24 months.					
471	ICAO Doc 9284	Dangerous Goods – General – Test			A formative assessment should be provided after each training milestone, encompassing both CBTA elements and classroom/simulation activities. Following the completion of DG training, a summative assessment must be conducted to evaluate the trainee's comprehension of relevant regulations and ensure satisfactory performance in line with the DG CBTA framework.		
472		ICAO TI Doc 9284 PART 1 Ch. 4 / ICAO Doc 10147 Dangerous Goods – Training			The Operator must establish and maintain a DG training programme based on CBTA		
473	ICAO Doc 10147	Ch. 2 Dangerous Goods – Training			CBTA Training Program must include the result of training needs analysis with following 2 elements: (1) Tasks of involved personnel (2) Training specifications		
474	ICAO Doc 10147	Ch. 2 Dangerous Goods – Training			CBTA Training Program must include a training plan. At least the following points must be considered for each training event (initial/ recurrent): ☐ Syllabi ☐ Lesson plans ☐ Training types ☐ Instructor(s)		

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475	ICAO Doc 10147	Ch. 2 Dangerous Goods – Training			CBTA Training Program must include the assessment plan		
476	ICAO Doc 10147	Ch. 2 Dangerous Goods – Training CBTA Training Program must include a continuous assessment plan					
477		ICAO TI DOC 9284 Part 1 Ch. 4.4 Dangerous Goods – Record Keeping			The employer must maintain a record of training and assessment for personnel.		
478		ICAO TI DOC 9284 Part 1 Ch. 4.4 Dangerous Goods – Record Keeping			Description of the training records content requirements.		
479		ICAO TI DOC 9284 Part 1 Ch. 4.4 Dangerous Goods – Record Keeping			Training and assessment records must be retained for a minimum period of 36 months.		
Security							
480	AMC1 ORO.GEN.110(a)	Flight crew / Technical crew – Security training			The CAT operator should establish and maintain a security training programme for crew members, including theoretical and practical elements. This training should be provided at the time of operator conversion training and thereafter at intervals not exceeding three years. The content and duration of the training should be adapted to the security threats of the individual operator and should ensure that crew members act in the most appropriate manner to minimise the consequences of acts of unlawful interference. This programme should include the following elements: (a) determination of the seriousness of the occurrence; (b) crew communication and coordination; (c) appropriate self-defence responses; (d) use of non-lethal protective devices assigned to crew members whose use is authorised by the Brunei DCA; (e) understanding of behaviour of terrorists so as to facilitate the ability of crew members to cope with hijacker behaviour and passenger responses; (f) in case where cabin crew are required, live situational training exercises regarding various threat conditions; (g) flight crew compartment procedures to protect the aircraft; (h) aircraft search procedures, in accordance with Regulation (EC) No 300/2008, including identification of prohibited articles; and (i) guidance on the least risk bomb locations.		
481	ORO.CC.125	Cabin crew – Security – Initial and Conversion training			The CAT operator should establish and maintain a security training programme for crew members, including theoretical and practical elements. This training should be provided at the time of operator conversion training and thereafter at intervals not exceeding three years. The content and duration of the training should be adapted to the security threats of the individual operator and should ensure that crew members act in the most appropriate manner to minimise the consequences of acts of unlawful interference. This programme should include the following elements: (a) determination of the seriousness of the occurrence; (b) crew communication and coordination; (c) appropriate self-defence responses; (d) use of non-lethal protective devices assigned to crew members whose use is authorised by the Member State; (e) understanding of behaviour of terrorists so as to facilitate the ability of crew members to cope with hijacker behaviour and passenger responses;		

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					(f) in case where cabin crew are required, live situational training exercises regarding various threat conditions; (g) flight crew compartment procedures to protect the aircraft; (h) aircraft search procedures, in accordance with Regulation (EC) No 300/2008, including identification of prohibited articles; and (i) guidance on the least risk bomb locations.		
482	ORO.CC.140	Cabin crew – Security – Annual recurrent training			Security procedures shall be part of the annual recurrent training programme (ORO.CC.140). Without prejudice to Regulation (EC) No 300/2008, the CAT operator should establish and maintain a security training programme for crew members, including theoretical and practical elements. This training should be provided at the time of operator conversion training and thereafter at intervals not exceeding three years. The content and duration of the training should be adapted to the security threats of the individual operator and should ensure that crew members act in the most appropriate manner to minimise the consequences of acts of unlawful interference. This programme should include the following elements: (a) determination of the seriousness of the occurrence; (b) crew communication and coordination; (c) appropriate self-defence responses; (d) use of non-lethal protective devices assigned to crew members whose use is authorised by the Member State; (e) understanding of behaviour of terrorists so as to facilitate the ability of crew members to cope with hijacker behaviour and passenger responses; (f) in case where cabin crew are required, live situational training exercises regarding various threat conditions; (g) flight crew compartment procedures to protect the aircraft; (h) aircraft search procedures, in accordance with Regulation (EC) No 300/2008, including identification of prohibited articles; and (i) guidance on the least risk bomb locations.		
483	AMC2 ORO.GEN.110(a)	Ground personnel – Security training			In accordance with Regulation (EC) No 300/2008, the CAT operator should establish and maintain a security training programme for ground personnel to acquaint appropriate employees with preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.		
Fatigue Management							
484	ORO.FTL.250 AMC1 ORO.FTL.250	Crew members - Initial and recurrent fatigue management training APPLICABLE TO CAT OPERATIONS EXCEPT TAXI, AND EMS			The training syllabus should contain the following: (a) applicable regulatory requirements for flight, duty and rest; (b) the basics of fatigue including sleep fundamentals and the effects of disturbing the circadian rhythms; (c) the causes of fatigue, including medical conditions that may lead to fatigue; (d) the effect of fatigue on performance; (e) fatigue countermeasures; (f) the influence of lifestyle, including nutrition, exercise, and family life, on fatigue; (g) familiarity with sleep disorders and their possible treatments; (h) where applicable, the effects of long range operations and heavy short range schedules on individuals; (i) the effect of operating through and within multiple time zones; and (j) the crew member responsibility for ensuring adequate rest and fitness for flight duty. (k) the optimum use of sleep opportunities, in particular before crew reporting for night duties or late finish duties, and during an FDP with in-flight rest.		

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485	ORO.FTL.250 AMC1 ORO.FTL.250	Personnel responsible for preparation and maintenance of crew rosters and management personnel - Initial and recurrent fatigue management training			The training syllabus should contain the following: (a) applicable regulatory requirements for flight, duty and rest; (b) the basics of fatigue including sleep fundamentals and the effects of disturbing the circadian rhythms; (c) the causes of fatigue, including medical conditions that may lead to fatigue; (d) the effect of fatigue on performance; (e) fatigue countermeasures; (f) the influence of lifestyle, including nutrition, exercise, and family life, on fatigue; (g) familiarity with sleep disorders and their possible treatments; (h) where applicable, the effects of long range operations and heavy short range schedules on individuals; (i) the effect of operating through and within multiple time zones; and (j) the crew member responsibility for ensuring adequate rest and fitness for flight duty. (k) the optimum use of sleep opportunities, in particular before crew reporting for night duties or late finish duties, and during an FDP with in-flight rest.		
2.5 OPERATIONS PERSONNEL OTHER THAN CREW MEMBERS							
486	ORO.GEN.110	Ground and flight operations personnel			The operator shall ensure that all personnel assigned to, or directly involved in, ground and flight operations are properly instructed, have demonstrated their abilities in their particular duties and are aware of their responsibilities and the relationship of such duties to the operation as a whole.		
487	AMC1 ORO.GEN.110(c)&(e)	Operational control personnel that perform tasks related to flight monitoring and flight watch – training programme			The operator should develop a training programme, based on the relevant parts of ICAO Annex 1, ICAO Documents 10106 and 9868, for FOOs/FDs that perform those functions. The training programme specified above should be detailed in the OM of the CAT operator and should be delivered by an instructor for operational control personnel.		
Initial Training							
488	AMC1 ORO.GEN.110(c)&(e)	Initial Training programme			1. Air Law 2. Aircraft General Knowledge 3. Flight Performance Calculation, Planning Procedures, and Loading 4. Human Performance 5. Meteorology 6. Navigation 7. Operational Procedures 8. Principles of Flight 9. Radio Communication 10. Special Aerodromes		

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Operator-Specific Training							
489	AMC1 ORO.GEN.110(c)&(e)	Operator-Specific Training			In addition to the initial training, FOOs/FDs should receive training in the specific duties, responsibilities, and tools that are associated with the operational control system of the operator.		
Recurrent Training							
490	AMC1 ORO.GEN.110(c)&(e)	Recurrent Training			When the recurrent training is conducted within the last 12 months of a 36-month validity period, the next 36-month validity period should be calculated from the original expiry date of the previous assessment. Notwithstanding the 36-month interval of point above, recurrent training may also be performed at shorter intervals and adjusted to the needs identified after an assessment of the training needs conducted by the operator.		
Knowledge, Skills, and Qualifications for Instructors of Operational Control Personnel							
491	AMC1 ORO.GEN.110(c)&(e)	Knowledge, Skills, and Qualifications for Instructors of operational Control Personnel			Unless otherwise required by the relevant national regulations, instructors for operational control personnel should: (1) be able to prove that they are current in the subjects covered by the training programme for FOOs/FDs, including the operator-specific elements, or otherwise successfully complete an FOO/FD training programme; (2) have adequate instructional skills or attend instructor training; if more than 24 months have passed since the delivery of the last FOO/FD course, they should attend recurrent instructor training before delivering the next course; and (3) have relevant work experience in the areas of the training that they provide. (3) have relevant work experience in the areas of the training that they provide. The CAT operator should include in the OM the required knowledge, skills, and qualifications of the instructors for operational control personnel.		
MEL Training							
492	ORO.GEN.110(e) AMC1 ORO.GEN.110(e)	MEL Training programme			The operator should develop a training programme for ground personnel dealing with the use of the MEL and detail such training in the continuing airworthiness maintenance exposition CAME and OM as appropriate. Such training programme should include: (1) the scope, extent and use of the MEL; (2) placarding of inoperative equipment; (3) deferral procedures; (4) dispatching; and (5) any other operator's MEL related procedures.		
ETOPS training							
493	SPA.ETOPS.105 AMC 20-6	ETOPS training programme – Dispatchers			The operator's training programme in respect to ETOPS should provide training where applicable for operations personnel other than flight crew (e.g. dispatchers), in addition to refresher training in the following areas: a. ETOPS Regulations/Operations Approval b. Aeroplane performance/Diversion procedures c. Area of Operation d. Fuel Requirements e. Dispatch Considerations MEL, CDL, weather minima, and alternate airports f. Documentation		

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3 PROCEDURES

494	AMC3 ORO.MLR.100	3.1 Procedures for training & checking					
495	AMC3 ORO.MLR.100	3.2 Procedures to be applied in the event that personnel do not achieve or maintain the required standards.					
496	AMC3 ORO.MLR.100	3.3 Procedures to ensure that abnormal or emergency situations requiring the application of part or all of the abnormal or emergency procedures, and simulation of instrument meteorological conditions (IMC) by artificial means are not simulated during commercial air transport operations.					
497	CAT.OP.MPA.275	Simulated abnormal situations in flight			The operator shall ensure that when carrying passengers or cargo the following are not simulated: (a) abnormal or emergency situations that require the application of abnormal or emergency procedures; or (b) flight in IMC by artificial means.		

4 DESCRIPTION OF DOCUMENTATION TO BE STORED & STORAGE PERIODS

498	ORO.GEN.220	Record-keeping – General			(a) The operator shall establish a system of record-keeping that allows adequate storage and reliable traceability of all activities developed, covering in particular all the elements indicated in ORO.GEN.200. (b) The format of the records shall be specified in the operator's procedures. (c) Records shall be stored in a manner that ensures protection from damage, alteration and theft.		
499	AMC1 ORO.GEN.220	Record-keeping – General			(a) The record-keeping system should ensure that all records are accessible whenever needed within a reasonable time. These records should be organised in a way that ensures traceability and retrievability throughout the required retention period.		
500	AMC1 ORO.GEN.220	Record-keeping – General			(b) Records should be kept in paper form or in electronic format or a combination of both. Records stored on microfilm or optical disc format are also acceptable. The records should remain legible throughout the required retention period. The retention period starts when the record has been created or last amended.		
501	AMC1 ORO.GEN.220	Record-keeping – General			(c) Paper systems should use robust material which can withstand normal handling and filing. Computer systems should have at least one backup system which should be updated within 24 hours of any new entry. Computer systems should include safeguards against the ability of unauthorised personnel to alter the data.		
502	AMC1 ORO.GEN.220	Record-keeping – General			(d) All computer hardware used to ensure data backup should be stored in a different location from that containing the working data and in an environment that ensures they remain in good condition. When hardware or software changes take place, special care should be taken that all necessary data continues to be accessible at least through the full period specified in the relevant subpart. In the absence of such indication, all records should be kept for a minimum period of 5 years.		
503	ORO.MLR.115	Record-keeping – Training records			(a) The following records shall be stored for at least 5 years: (1) for CAT operators of airplanes and helicopters and IAM operators of VCA, records of the activities referred to in point ORO.GEN.200; (2) for declared operators, a copy of the operator's declaration, details of approvals held and operations manual; (3) for SPO authorisation holders, in addition to point (a)(2), records related to the risk assessment conducted in accordance with point SPO.OP.230 and related standard operating procedures.'		

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					(b) The following information used for the preparation and execution of a flight, and associated reports, shall be stored for three months: (1) the operational flight plan, if applicable; (2) route-specific notice(s) to airmen (NOTAM) and aeronautical information services (AIS) briefing documentation, if edited by the operator; (3) mass and balance documentation; (4) notification of special loads, including written information to the commander/pilot-in-command about dangerous goods, if applicable; (5) the journey log, or equivalent; and (6) flight report(s) for recording details of any occurrence, or any event that the commander/pilot-in-command deems necessary to report or record; (c) Personnel records shall be stored for the periods indicated below: (d) The operator shall: (1) maintain records of all training, checking and qualifications of each crew member, as prescribed in Part-ORO; and (2) make such records available, on request, to the crew member concerned. (e) The operator shall preserve the information used for the preparation and execution of a flight and personnel training records, even if the operator ceases to be the operator of that aircraft or the employer of that crew member, provided this is within the timescales prescribed in (c). (f) If a crew member becomes a crew member for another operator, the operator shall make the crew member's records available to the new operator, provided this is within the timescales prescribed in (c).		
504	AMC1 ORO.MLR.115 GM1 ORO.MLR.115(c) GM1 ORO.MLR.115(d)	Record-keeping – Training records			A summary of training should be maintained by the operator to show every crew member's completion of each stage of training and checking. 'Personnel records' in ORO.MLR.115(c) means detailed crew member training, checking and qualification records. These records include detailed examination records. Training, checking and qualification records include records of all training, checking and qualifications of each crew member, as prescribed in Part-ORO.		
505	ICAO Doc 9284	Dangerous goods record of training			The DG record of training shall include: - The individual's name - The most recent training completion month - A description, copy or reference to training materials used to meet the training requirements - The name and address of the organisation providing the training - Evidence, which shows that a test has been completed satisfactorily		

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Compliance statement by the Nominated Person responsible for producing the operations manual

I hereby confirm that the operations manual has been satisfactorily prepared and reflects the requirements set out in the applicable regulations and the scope of the intended operation. The operations manual complies with applicable regulations, and meets the certification conditions and approved operations specifications

Name of Nominated Person	
Signature	
Date	

Compliance statement by the Compliance Monitoring Manager

I hereby verify that the operations manual has been satisfactorily prepared and reflects the requirements set out in the applicable regulations and the scope of the intended operation.

Name of Compliance Monitoring Manager	
Signature	
Date	

Compliance statement by the Accountable Manager

I hereby confirm that the operations manual has been satisfactorily prepared and reflects the requirements set out in the applicable regulations and the scope of the intended operation. I understand that if the operations manual does not comply with the applicable requirements this may delay the AOC application time frames.

Name of Accountable Manager	
Signature	
Date	

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