

Compliance List Operators Manual Part D

Note: This compliance list is based on Regulation (EU) No. 965/2012 ("Air Operations")

Operator's name and address:		Operator's AOC number:	
Revision no.:		Revision date:	
List created by <i>(competent person assigned by the operator)</i> :	Date:	List checked by <i>(person checking the list on behalf of the compliance management system of the operator)</i> :	Date:
Accountable Manager (name/signature):		Nominated Person for managing and supervising flight operations (name/signature):	
(For Authority use only) Austro Control POI:		(For Authority use only) Remarks:	(For Authority use only)

Content of the compliance list:

A compliance list is a tool designed for the preparation and approval of any part of the operations manual (including MEL). For those areas for which a specific approval is required (SPA), separate lists have been created. Each line contains predefined references to one or more paragraph(s) of the applicable regulation (or AMC material). The user shall insert the reference of the relevant part of the operations manual concerned.

Note: For the purpose of providing cross reference information during the transition period from EU-OPS to Air Operations, the references to both regulations are listed. However, the operator shall refer to the relevant Air Operations paragraph only. After 28 October 2014 the EU-OPS reference will be removed.

This list can be edited by the operator in writing or electronically (preferred). When finished, the operator shall send the completed version to Austro Control for further processing.

Respective legal reference column:

This column lists the relevant legal paragraph.

Requirement column:

This column provides the user with the implementing rule for each required section. Whenever the remark "refer to rule" is mentioned the user has to consult the Air Operations regulation. (This procedure is necessary when the respective rule is too extensive for publication in this compliance list.)

Manual reference column:

Different procedures shall be applied for an initial issue or a revision of an OM. These procedures are as follows:

Initial issue of an OM:

All references in regard to the respective Air Operations paragraph(s) shall be listed in this column.

If an Air Operations paragraph is not relevant, the remark *N/A* shall be inserted in the relevant reference field. Therefore, all lines must have a remark either stating the OM reference or *N/A*, as applicable.

Revision of an OM:

All references in regard to the respective Air Operations paragraph(s) shall be listed in this column. However, all lines not affected by the revision shall be left blank!

App/Acc column:

This column reminds the operator whether an Authority acceptance (**AC**) or an Authority approval (**AP**) is required.

Remarks column:

This column is for Authority use only. The operator may put remarks directly into the **Manual reference** column.

Doc Stat column (Austro Control use only):

- ✓ Operator's OM is in compliance with the relevant paragraph(s)
- N** Operator's OM is **not** in compliance with the relevant paragraph(s)
- N/A** Not applicable for the relevant Operator / Operation

This compliance list is a tool and does not replace a thorough study of official regulations.

Please help us to continuously improve the quality of this list. If you detect any error or deficiency mail to ops@austrocontrol.at.

Continue with checklist on next page.

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 0 ADMINISTRATION AND CONTROL OF OPERATIONS MANUAL					
1.1040 (c)	Unless otherwise approved by the Authority, or prescribed by national law, an operator must prepare the Operations Manual in the English language. In addition, an operator may translate and use that manual, or parts thereof, into another language.		AP		
1.1045 (b) and (c) ORO.MLR.101	(b)An operator shall ensure that the contents of the Operations Manual are in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation. (c) An operator shall ensure that, the detailed structure of the Operations Manual is acceptable to the Authority. 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.		AC		
1.1040 (g) and 1.1045 Appendix 1 A 0.2 ORO.MLR.100(e) and AMC3 ORO.MLR.100	An operator shall ensure that the Operations Manual is amended or revised so that the instructions and information contained therein are kept up to date. The operator shall ensure that all operations personnel are made aware of such changes that are relevant to their duties. System of amendment and revision. (a) Details of the person(s) responsible for the issuance and insertion of amendments and revisions. (b) A record of amendments and revisions with insertion dates and effective dates. (c) A statement that handwritten amendments and revisions are not permitted except in situations requiring immediate amendment or revision in the interest of safety. (d) A description of the system for the annotation of pages and their effective dates. (e) A list of effective pages. (f) Annotation of changes (on text pages and, as far as practicable, on charts and diagrams). (g) Temporary revisions. (h) A description of the distribution system for the manuals, amendments and revisions. The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties. System of amendment and revision: (a) Details of the person(s) responsible for the issuance and insertion of amendments and revisions. (b) A record of amendments and revisions with insertion dates and				

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	effective dates. (c) A statement that handwritten amendments and revisions are not permitted, except in situations requiring immediate amendment or revision in the interest of safety. (d) A description of the system for the annotation of pages or paragraphs and their effective dates. (e) A list of effective pages or paragraphs. (f) Annotation of changes (in the text and, as far as practicable, on charts and diagrams). (g) Temporary revisions. (h) A description of the distribution system for the manuals, amendments and revisions.				
1.1045 Appendix 1 A 0.1 (d) AMC3 ORO.MLR.100	Explanations and definitions of terms and words needed for the use of the manual. Explanations and definitions of terms and words needed for the use of the manual.				
1.1045 Appendix 1 A 0.2 (a) AMC3 ORO.MLR.100	System of amendment and revision: Details of the person(s) responsible for the issuance and insertion of amendments and revisions. System of amendment and revision: Details of the person(s) responsible for the issuance and insertion of amendments and revisions.				
1.1045 Appendix 1 A 0.2 (b) AMC3 ORO.MLR.100	System of amendment and revision: A record of amendments and revisions with insertion dates and effective dates. System of amendment and revision: A record of amendments and revisions with insertion dates and effective dates.				
1.1045 Appendix 1 A 0.2 (d) AMC3 ORO.MLR.100	System of amendment and revision: A description of the system for the annotation of pages and their effective dates. System of amendment and revision: A description of the system for the annotation of pages or paragraphs and their effective dates.				
1.1045 Appendix 1 A 0.2 (e) AMC3 ORO.MLR.100	System of amendment and revision: A list of effective pages. System of amendment and revision: A list of effective pages or paragraphs.				
1.1045 Appendix 1 A 0.2 (f) AMC3 ORO.MLR.100	System of amendment and revision: Annotation of changes (on text pages and, as far as practicable, on charts and diagrams). System of amendment and revision: Annotation of changes (in the text and, as far as practicable, on charts and diagrams).				
1.1045 Appendix 1 A 0.2 (g) AMC3 ORO.MLR.100	System of amendment and revision for temporary revisions System of amendment and revision: Temporary revisions.				

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PART D 1 GENERAL					
1.1045 Appendix 1 D 1. AMC3 ORO.MLR.100	<p>Training syllabi and checking programs for all operations personnel assigned to operational duties in connection with the preparation and/or conduct of a flight.</p> <p>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.</p>				
1.155 (1) and 1.1045 Appendix 1 D 4 and 1.1035 AMC3 ORO.MLR.100 and ORO.MLR.115(e), (f)	<p>An operator shall ensure that: any original documentation, or copies thereof, that he is required to preserve is preserved for the required retention period even if he ceases to be the operator of the aeroplane; Description of documentation to be stored and storage periods (see Appendix 1 to OPS 1.1065). An operator shall: 1. maintain records of all training and checking required by OPS 1.1005, 1.1010, 1.1015, 1.1020 and 1.1025; and 2. keep a copy of the attestation of safety training; and 3. keep the training records and records of medical examinations or assessments up to date, showing in the case of the training records the dates and contents of the conversion, differences and recurrent training received; and 4. make the records of all initial, conversion and recurrent training and checking available, on request, to the cabin crew member concerned.</p> <p>Description of documentation to be stored and storage periods. (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).</p>				
1.1065 Appendix 1 ORO.MLR.115(a)	<p>Document storage periods. An operator shall ensure that the following information/documentation is stored in an acceptable form, accessible to the Authority, for the periods shown in the Tables below. Note: Additional information relating to maintenance records is prescribed in Part-M, paragraph M.A.306(c) operator's technical log system. Information used for the preparation and execution of a flight Information used for the preparation and execution of the flight as described in OPS 1.135 Operational flight plan - 3 months Aeroplane Technical log - 36 months after the date of the last entry, in accordance with Part M M.A.306(c) Route</p>				

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	<p>specific NOTAM/AIS briefing documentation if edited by the operator - 3 month Mass and balance documentation - 3 month Notification of special loads including written information to the commander about dangerous goods - 3 months Table 2 Reports Journey log - 3 months Flight report(s) for recording details of any occurrence, as prescribed in OPS 1.420, or any event which the commander deems necessary to report/record - 3 months Reports on exceedances of duty and/or reducing rest periods - 3 months Table 3 Flight crew records Flight, Duty and Rest time - 15 months Licence - As long as the flight crew member is exercising the privileges of the licence for the operator Conversion training and checking - 3 years Command course (including checking) - 3 years Recurrent training and checking - 3 years Training and checking to operate in either pilot's seat - 3 years Recent experience (OPS 1.970 refers) - 15 months Route and aerodrome competence (OPS1.975 refers) - 3 years Training and qualification for specific operations when required by OPS (e.g. ETOPS CATII/III operations) - 3 years Dangerous Goods training as appropriate - 3 years Table 4 Cabin crew records Flight, Duty and Rest time - 15 months Initial training, conversion and differences training (including checking) - As long as the cabin crew member is employed by the operator Recurrent training and refresher (including checking) - Until 12 months after the cabin crew member has left the employ of the operator Dangerous Goods training as appropriate - 3 years Table 5 Records for other operations personnel Training/qualification records of other personnel for whom an approved training programme is required by OPS - Last 2 training records Table 6 Other records Records on cosmic and solar radiation dosage - Until 12 months after the crew member has left the employ of the operator quality system records - 5 years Dangerous Goods Transport Document - 3 months after completion of the flight Dangerous Goods Acceptance Checklist - 3 months after completion of the flight</p> <p>The records of the activities referred to in ORO.GEN.200 shall be stored for at least five years.</p>				
<p>1.175 (i)(3) ORO.AOC.135(a) and GM2 ORO.AOC.135(a)</p>	<p>The operator must have nominated post holders, acceptable to the Authority, who are responsible for the management and supervision of the following areas: crew training</p> <p>(a) In accordance with ORO.GEN.210(b), the operator shall nominate persons responsible for the management and supervision of the following areas: (1) flight operations; (2) crew training; (3) ground operations; and (4) continuing airworthiness in accordance</p>		AC		

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	with Regulation (EC) No 2042/2003. (a) Nominated persons in accordance with ORO.AOC.135 should be expected to possess the experience and licensing provisions that are listed in (b) to (f). Exceptionally, in particular cases, the competent authority may accept a nomination that does not meet these provisions in full. In that circumstance, the nominee should have comparable experience and also the ability to perform effectively the functions associated with the post and with the scale of the operation. (b) Nominated persons should have: (1) practical experience and expertise in the application of aviation safety standards and safe operating practices; (2) comprehensive knowledge of: (i) the applicable EU safety regulations and any associated requirements and procedures; (ii) the AOC holder's operations specifications; and (iii) the need for, and content of, the relevant parts of the AOC holder's operations manual; (3) familiarity with management systems preferably in the area of aviation; (4) appropriate management experience, preferably in a comparable organisation; and (5) 5 years of relevant work experience of which at least 2 years should be from the aeronautical industry in an appropriate position. (c) Flight operations. The nominated person should hold or have held a valid flight crew licence and the associated ratings appropriate to a type of operation conducted under the AOC. In case the nominated person's licence and ratings are not current, his/her deputy should hold a valid flight crew licence and the associated ratings. (d) Crew training. The nominated person or his/her deputy should be a current type rating instructor on a type/class operated under the AOC. The nominated person should have a thorough knowledge of the AOC holder's crew training concept for flight, cabin and when relevant other crew. (e) Ground operations. The nominated person should have a thorough knowledge of the AOC holder's ground operations concept. (f) Continuing airworthiness. The nominated person should have the relevant knowledge and appropriate experience requirements related to aircraft continuing airworthiness as detailed in Part-M.				
1.175 Appendix 2 (b)(2) AMC1 ORO.AOC.135(a)	Nominated post holders: The operator must make arrangements to ensure continuity of supervision in the absence of nominated post holders NOMINATED PERSONS. (a) The person may hold more than one of the nominated posts if such an arrangement is considered suitable and properly matched to the scale and scope of the operation. (b) A description of the functions and the responsibilities of the nominated persons, including their names, should be				

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	contained in the operations manual. (c) The holder of an AOC should make arrangements to ensure continuity of supervision in the absence of nominated persons. (d) The person nominated by the holder of an AOC should not be nominated by another holder of an AOC, unless agreed with the competent authorities concerned. (e) Persons nominated should be contracted to work sufficient hours to fulfil the management functions associated with the scale and scope of the operation.				
1.175 Appendix 2 (e) ORO.AOC.150(a)	Documentation. The operator must make arrangements for the production of manuals, amendments and other documentation. The operator shall make arrangements for the production of manuals and any other documentation required and associated amendments.				
1.370 CAT.OP.MPA.275	An operator shall establish procedures to ensure that abnormal or emergency situations requiring the application of part or all of abnormal or emergency procedures and simulation of IMC by artificial means are not simulated during commercial air transportation flights. 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.				
1.037 ORO.AOC.130 and ORO.GEN.200(a)(3)	Accident prevention and flight safety programme. (a) An operator shall establish and maintain an accident prevention and flight safety programme, which may be integrated with the quality system, including: (1) programmes to achieve and maintain risk awareness by all persons involved in operations; and (2) an occurrence reporting scheme to enable the collation and assessment of relevant incident and accident reports in order to identify adverse trends or to address deficiencies in the interests of flight safety. The scheme shall protect the identity of the reporter and include the possibility that reports may be submitted anonymously; and (3) evaluation of relevant information relating to accidents and incidents and the promulgation of related information, but not the attribution of blame; and (4) a flight data monitoring programme for those aeroplanes in excess of 27 000 kg MCTOM. Flight data monitoring (FDM) is the pro-active use of digital flight data from routine operations to improve aviation safety. The flight data monitoring programmes shall be non-punitive and contain adequate safeguards to protect the source(s) of the data; and (5) the appointment of a person accountable for managing the programme. (b) Proposals for corrective action resulting from the				

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	<p>accident prevention and flight safety programme shall be the responsibility of the person accountable for managing the programme. (c) The effectiveness of changes resulting from proposals for corrective action identified by the accident and flight safety programme shall be monitored by the quality manager.</p> <p>a) The operator shall establish and maintain a flight data monitoring system, which shall be integrated in its management system, for aeroplanes with a maximum certificated take-off mass of more than 27 000 kg. (b) The flight data monitoring system shall be non-punitive and contain adequate safeguards to protect the source(s) of the data. The operator shall establish, implement and maintain a management system that includes: the identification of aviation safety hazards entailed by the activities of the operator, their evaluation and the management of associated risks, including taking actions to mitigate the risk and verify their effectiveness;</p>				
1.940 (a)(3) ORO.FC.100(c)	<p>An operator shall ensure that all flight crew members hold an applicable and valid license acceptable to the Authority and are suitably qualified and competent to conduct the duties assigned to them;</p> <p>All flight crew members shall hold a licence and ratings issued or accepted in accordance with Commission Regulation (EU) No 1178/2011 (1) and appropriate to the duties assigned to them.</p>		AC		
1.940 (a)(4) ORO.FC.200(a) and AMC1 ORO.FC.200(a)	<p>An operator shall ensure that procedures are established, acceptable to the Authority, to prevent the crewing together of inexperienced flight crew members.</p> <p>There shall not be more than one inexperienced flight crew member in any flight crew. CREWING OF INEXPERIENCED FLIGHT CREW MEMBERS. The operator should establish procedures in the operations manual taking into account the following elements: Aeroplanes (a) The operator should consider that a flight crew member is inexperienced, following completion of a type rating or command course, and the associated line flying under supervision, until he/she has achieved on the type either: (1) 100 flight hours and flown 10 sectors within a consolidation period of 120 consecutive days; or (2) 150 flight hours and flown 20 sectors (no time limit). (b) A lesser number of flight hours or sectors, subject to any other conditions that the competent authority may impose, may be acceptable to the competent authority when one of the following applies: (1) a new operator is commencing operations; (2) an operator introduces a new aeroplane type; (3) flight crew members have previously completed a type conversion course with the same operator; (4) credits are</p>		AC		

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	<p>defined in the data established in accordance with Regulation (EC) No 1702/2003; or (5) the aeroplane has a maximum take-off mass of less than 10 tonnes or a maximum operational passenger seating configuration (MOPSC) of less than 20. Helicopters (c) The operator should consider that, when two flight crew members are required, a flight crew member, following completion of a type rating or command course, and the associated line flying under supervision, is inexperienced until either: (1) he/she has achieved 50 flight hours on the type and/or in the role within a period of 60 days; or (2) he/she has achieved 100 flight hours on the type and/or in the role (no time limit). (d) A lesser number of flight hours, on the type and/or in the role, and subject to any other conditions which the competent authority may impose, may be acceptable to the competent authority when one of the following applies: (1) a new operator is commencing operations; (2) an operator introduces a new helicopter type; (3) flight crew members have previously completed a type conversion course with the same operator (reconversion); or (4) credits are defined in the data established in accordance with Regulation (EC) No 1702/2003.</p>				
1.940 (a)(7) ORO.FC.215(a) and ORO.FC.100 (e)	<p>An operator shall ensure that: when engaging the services of flight crew members who are self employed and/or working on a freelance or part time basis, the requirements of Subpart N are complied with. In this respect, particular attention must be paid to the total number of aircraft types or variants that a flight crew member may fly for the purposes of commercial air transportation, which must not exceed the requirements prescribed in OPS 1.980 and OPS 1.981, including when his/her services are engaged by another operator. For crew members serving the operator as a commander, initial operator's crew resource management (CRM) training shall be completed before commencing unsuper-vised line flying unless the crew member has previously completed an initial operator's CRM course.</p> <p>The flight crew member shall have completed an initial CRM training course before commencing unsupervised line flying. When engaging the services of flight crew members who are working on a freelance or part-time basis, the operator shall verify that all applicable requirements of this Subpart and the relevant elements of Annex I (Part-FCL) to Regulation (EU) No 1178/2011, including the requirements on recent experience, are complied with, taking into account all services rendered by the flight crew member to other operator(s) to determine in particular: (1) the total number of aircraft types or variants operated; and (2) the applicable flight and</p>				

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	duty time limitations and rest requirements.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2 TRAINING SYLLABI AND CHECKING PROGRAMMES					
General					

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1 FLIGHT CREW					
General					

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.1 Conversion Training and checking					
1.1045 Appendix 1 D 2.1 AMC3 ORO.MLR.100	Training for flight crew. All relevant items prescribed in Subpart E and N; Content: Training syllabi and checking programmes should include the following: 2.1 for flight crew, all relevant items prescribed in Annex IV (Part-CAT), Annex V (Part-SPA) and ORO.FC;				
1.945 (a)(1)	(a) An operator shall ensure that: (1) a flight crew member completes a Type Rating course which satisfies the requirements applicable to the issue of Flight Crew Licences when changing from one type of aeroplane to another type or class for which a new type or class rating is required;				
1.945 (c) AMC1 ORO.FC.220, (a)(4)	The operator's conversion course and the type or class rating course required for the issue of Flight Crew Licences may be combined. The operator's conversion may be combined with a new type/class rating training as required by Regulation (EU) No 1178/2011.				
1.980 (a) ORO.FC.140(a)	An operator shall ensure that a flight crew member does not operate on more than one type or variant unless the flight crew member is competent to do so. Flight crew members operating 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 data established in accordance with Regulation (EC) No 1702/2003 for the relevant types or variants.				
1.980 (b), (c) and (d) ORO.FC.140(a) and ORO.FC.240(a)	(b) When considering operations of more than one type or variant, an operator shall ensure that the differences and/or similarities of the aeroplanes concerned justify such operations, taking account of the following: (1) the level of technology; (2) operational procedures; (3) handling characteristics. (c) An operator shall ensure that a flight crew member operating more than one type or variant complies with all of the requirements prescribed in Subpart N for each type or variant unless the Authority has approved the use of credit(s) related to the training, checking and recent experience requirements. (d) An operator shall specify appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual, for any operation on more than one type or variant covering: (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		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>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; (4) all applicable recent experience requirements for each type or variant.</p> <p>(a) Flight crew members operating 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 data established in accordance with Regulation (EC) No 1702/2003 for the relevant types or variants. (a) The procedures or operational restrictions for operation on more than one type or variant established in the operations manual 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</p>				
1.945 (a)(2) ORO.FC.120(a)	<p>An operator shall ensure that: a flight crew member completes an operator's conversion course before commencing unsupervised line flying; (i) when changing to an aeroplane for which a new type or class rating is required; or (ii) when changing operator</p> <p>(a) In the case of aeroplane or helicopter operations, 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) when joining an operator.</p>				
1.945 (a)(3) ORO.FC.145(a)	<p>An operator shall ensure that: conversion training is conducted by suitably qualified personnel in accordance with a detailed course syllabus included in the Operations Manual. The operator shall ensure that the personnel integrating elements of CRM into conversion training are suitably qualified;</p> <p>(a) All the training required in this Subpart shall be conducted: (1) in accordance with the training programmes and syllabi established by the operator in the operations manual; (2) 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 Annex I (Part-FCL) to Regulation (EU) No 1178/2011.</p>		AC		

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1.945 (a)(4) ORO.FC.220(c)	An operator shall ensure that: The amount of training required by the operator's conversion course is determined after due note has been taken of the flight crew member's previous training as recorded in his/her training records prescribed in OPS 1.985. The amount of training required by the flight crew member for the operator's conversion course shall be determined in accordance with the standards of qualification and experience specified in the operations manual, taking into account his/her previous training and experience.		AP		
1.945 Appendix 1 (a)(1) and AMC OPS 1.945 AMC1 ORO.FC.220	An operator's conversion course shall include: Ground training and checking including aeroplane systems, normal, abnormal and emergency procedures. The operator conversion training should include ground training and checking, including aircraft systems, and normal, abnormal and emergency procedures.				
1.945 Appendix 1 (a)(2) and AMC OPS 1.945 AMC1 ORO.FC.220	An operator's conversion course shall include: Emergency and safety equipment training and checking which must be completed before aeroplane training commences The operator conversion training should include emergency and safety equipment training and checking, (completed before any flight training in an aircraft commences).		AC		
1.945 Appendix 1 (c) and 1.945 (a)(9) AMC1 ORO.FC.220 and ORO.FC.220(a)	Elements of Management shall be integrated into the conversion course, and conducted by suitably qualified personnel. An operator shall ensure that: elements of CRM training are integrated into the conversion course. REFERE TO RULE		AC		
AMC OPS 1.945 5.1 AMC1 ORO.FC.220 and AMC2 ORO.FC.220	Following completion of aeroplane/STD training and checking as part of the operator's conversion course, each flight crew member should operate a minimum number of sectors and/or flying hours under the supervision of a flight crew member nominated by the operator and acceptable to the Authority. REFERE TO RULE		AC		
1.945 Appendix 1 (a)(3) and AMC OPS 1.945 AMC1 ORO.FC.220 and GM1 ORO.FC.220(d)	An operator's conversion course shall include Aeroplane/flight simulator training and checking. 1 General. 1.1 Type rating training when required may be conducted separately or as part of conversion training. When the type rating training is conducted as part of conversion training, the conversion trainin programme should include all the requirements of JAR-FCL. 2 Ground training 2.1 Ground training should comprise a properly organised programme of ground instruction by training staff with adequate facilities, including any necessary audio, mechanical and visual				

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	<p>aids. However, if the aeroplane concerned is relatively simple, private study may be adequate if the operator provides suitable manuals and/or study notes. 2.2 The course of ground instruction should incorporate formal tests on such matters as aeroplane systems, performance and flight planning, where applicable. 3 Emergency and safety equipment training and checking 3.1 On the initial conversion course and on subsequent conversion courses as applicable, the following should be addressed: a. Instruction on first aid in general (Initial conversion course only); Instruction on first aid as relevant to the aeroplane type of operation and crew complement including where no cabin crew are required to be carried (Initial and subsequent); b. Aeromedical topics including: i. Hypoxia; ii. Hyperventilation; iii. Contamination of the skin/eyes by aviation fuel or hydraulic or other fluids; iv. Hygiene and food poisoning; and v. Malaria;</p> <p>The operator conversion training should include flight training and checking (aircraft and/or FSTD). LINE FLYING UNDER SUPERVISION. (a) Line flying under supervision provides the opportunity for a flight crew member to carry into practice the procedures and techniques he/she has been made familiar with during the ground and flight training of an operator conversion course. This is accomplished under the supervision of a flight crew member specifically nominated and trained for the task. At the end of line flying under supervision the respective crew member should be able to perform a safe and efficient flight conducted within the tasks of his/her crew member station. (b) A variety of reasonable combinations may exist with respect to: (1) a flight crew member's previous experience; (2) the complexity of the aircraft concerned; and (3) the type of route/role/area operations. (c) 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.</p>				
<p>1.945 Appendix 1 (a)(4) and AMC OPS 1.945 AMC1 ORO.FC.220 and GM1 O</p>	<p>An operator's conversion course shall include Line flying under supervision and line check. 1 General. 1.1 Type rating training when required may be conducted separately or as part of conversion training. When the type rating training is conducted as part of conversion training, the conversion training programme</p>		AC		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
RO.FC.220(d)	<p>should include all the requirements of JAR-FCL. 2 Ground training</p> <p>2.1 Ground training should comprise a properly organised programme of ground instruction by training staff with adequate facilities, including any necessary audio, mechanical and visual aids. However, if the aeroplane concerned is relatively simple, private study may be adequate if the operator provides suitable manuals and/or study notes. 2.2 The course of ground instruction should incorporate formal tests on such matters as aeroplane systems, performance and flight planning, where applicable. 3 Emergency and safety equipment training and checking 3.1 On the initial conversion course and on subsequent conversion courses as applicable, the following should be addressed: a. Instruction on first aid in general (Initial conversion course only); Instruction on first aid as relevant to the aeroplane type of operation and crew complement including where no cabin crew are required to be carried (Initial and subsequent); b. Aeromedical topics including: i. Hypoxia; ii. Hyperventilation; iii. Contamination of the skin/eyes by aviation fuel or hydraulic or other fluids; iv. Hygiene and food poisoning; and v. Malaria;</p> <p>The operator conversion training should include line flying under supervision and line check. LINE FLYING UNDER SUPERVISION. (a) Line flying under supervision provides the opportunity for a flight crew member to carry into practice the procedures and techniques he/she has been made familiar with during the ground and flight training of an operator conversion course. This is accomplished under the supervision of a flight crew member specifically nominated and trained for the task. At the end of line flying under supervision the respective crew member should be able to perform a safe and efficient flight conducted within the tasks of his/her crew member station. (b) A variety of reasonable combinations may exist with respect to: (1) a flight crew member's previous experience; (2) the complexity of the aircraft concerned; and (3) the type of route/role/area operations. (c) 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.</p>				
AMC OPS 1.945 3.1.f AMC1 ORO.FC.	On the initial conversion course and on subsequent conversion courses as applicable, the following should be addressed:A		AC		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
220 and AMC2 ORO.FC.220	comprehensive drill to cover all ditching procedures should be practised where flotation equipment is carried. This should include practice of the actual donning and inflation of a lifejacket, together with a demonstration or film 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 certificated training with another operator or the use of similar equipment will be accepted in lieu of further wet-drill training. REFERE TO RULE				
1.945 Appendix 1 (b) AMC1 ORO.FC.220	The conversion course shall be conducted in the order set out in subparagraph (a) above. (1) The operator conversion training should include, in the following order: (i) ground training and checking, including aircraft systems, and normal, abnormal and emergency procedures; (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.				
1.945 (d) ORO.FC.220(e)	A pilot, undertaking a zero flight time training (ZFTT) course, shall: (1) commence line flying under supervision as soon as possible within 21 days after completion of the skill test. If line flying under supervision has not been commenced within the 21 days, the operator shall provide appropriate training acceptable to the Authority. (2) complete six take-offs and landings in a flight simulator, qualified in accordance with the requirements applicable to synthetic training devices and user approved by the Authority, not later than 21 days after the completion of the skill test. This simulator session shall be conducted by a type rating instructor for aeroplanes (TRI(A)) occupying a pilot's seat. When recommended by a JOINT OPERATIONAL EVALUATION Board (JOEB) and approved by the Authority, the number of take-offs and landings may be reduced. If these take-offs and landings have not been performed within the 21 days, the operator shall provide refresher training acceptable to the Authority; (3) conduct the first four take-offs and landings of the Line Flying Under Supervision in the aeroplane under the supervision of a TRI(A) occupying a pilot's seat. When recommended by a joint operational evaluation board (JOEB) and approved by the Authority, the number of take-offs and landings may be reduced. (e) In the case of aeroplanes, pilots that have been issued a type rating based on a zero flight-time training (ZFTT) course shall: (1)				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	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 operations manual; (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 in accordance with Regulation (EC) No 1702/2003. 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 operations manual; (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 with Regulation (EC) No 1702/2003.				
1.945 (d)(3) ORO.FC.220(e)	A pilot, undertaking a zero flight time training (ZFTT) course, shall: conduct the first four take-offs and landings of the Line Flying Under Supervision in the aeroplane under the supervision of a TRI(A) occupying a pilot's seat. When recommended by a joint operational evaluation board (JOEB) and approved by the Authority, the number of take-offs and landings may be reduced. (e) In the case of 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 operations manual; (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 in accordance with Regulation (EC) No 1702/2003. 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 operations manual; (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 with Regulation (EC) No 1702/2003.		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.945 Appendix 1 (d) AMC1 ORO.FC.220	When a flight crew member has not previously completed an operator's conversion course, the operator shall ensure that in addition to subparagraph (a) above, the flight crew member undergoes general first aid training and, if applicable, ditching procedures training using the equipment in water. 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.				
1.945 Appendix 1 (d) AMC1 ORO.FC.220	When a flight crew member has not previously completed an operator's conversion course, the operator shall ensure that in addition to subparagraph (a) above, the flight crew member undergoes ditching procedures training using the equipment in water. 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.				
AMC OPS 1.945 6. AMC1 ORO.FC.220 and AMC2 ORO.FC.220	System Panel Operator. 6.1 Conversion training for system panel operators should approximate to that of pilots. 6.2 If the flight crew includes a pilot with duties of a systems panel operator, he should, after training and the initial check in these duties, operate a minimum number of sectors under the supervision of a nominated additional flight crew member. The minimum figures should be specified in the Operations Manual and should be selected after due note has been taken of the complexity of the aeroplane and the experience of the flight crew member. REFERE TO RULE				
1.945 (a)(5) ORO.FC.220(c)	An operator shall ensure that: The minimum standards of qualification and experience required of flight crew members before undertaking conversion training are specified in the Operations Manual. The amount of training required by the flight crew member for the operator's conversion course shall be determined in accordance with the standards of qualification and experience specified in the operations manual, taking into account his/her previous training and experience.				
1.945 (a)(6) ORO.FC.220(d)	An operator shall ensure that: each flight crew member undergoes the checks required by OPS 1.965(b) and the training and checks required by OPS 1.965(d) before commencing line flying under supervision				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	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.				
IEM OPS 1.945 GM1 ORO.FC.220(d)	Line flying under supervision provides the opportunity for a flight crew member to carry into practice the procedures and techniques he has been made familiar with during the ground and flying training of a conversion course. This is accomplished under the supervision of a flight crew member specifically nominated and trained for the task. At the end of line flying under supervision the respective crew member should be able to perform a safe and efficient flight conducted within the tasks of his crew ember station. 1.2 The following minimum figures for details to be flown under supervision are guidelines for operators to use when establishing their individual requirements. 2 Turbo jet aircraft a. Co-pilot undertaking first conversion course: i. Total accumulated 100 hours or minimum 40 sectors; b. Co-pilot upgrading to commander: i. Minimum 20 sectors when converting to a new type; ii. Minimum 10 sectors when already qualified on the aeroplane type LINE FLYING UNDER SUPERVISION. (a) Line flying under supervision provides the opportunity for a flight crew member to carry into practice the procedures and techniques he/she has been made familiar with during the ground and flight training of an operator conversion course. This is accomplished under the supervision of a flight crew member specifically nominated and trained for the task. At the end of line flying under supervision the respective crew member should be able to perform a safe and efficient flight conducted within the tasks of his/her crew member station. (b) A variety of reasonable combinations may exist with respect to: (1) a flight crew member's previous experience; (2) the complexity of the aircraft concerned; and (3) the type of route/role/area operations. (c) 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.				

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1.945 (a)(7) ORO.FC.220(d)	An operator shall ensure that upon completion of line flying under supervision, the check required by OPS 1.965(c) is undertaken (d) 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.				
1.945 (a)(8) ORO.FC.220(b)	An operator shall ensure that: Once an operator's conversion course has been commenced, a flight crew member does not undertake flying duties on another type or class until the course is completed or terminated Once an operator conversion course has been commenced, the flight crew member 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.				

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PART D 2.1.2 Differences Training and Familiarization Training					
1.945 (b) AMC1 ORO.FC.230, (b)(iii)	In the case of changing aeroplane type or class, the check required by OPS 1.965(b) may be combined with the type or class rating skill test under the requirements applicable to the issue of Flight Crew Licenses. Recurrent checking. Recurrent checking should comprise the following: (1) Operator proficiency checks, (iii) Once every 12 months the checks prescribed in (b)(1)(ii)(A) may be combined with the proficiency check for revalidation or renewal of the aircraft type rating.				
1.950 (b) and (a)(1) ORO.FC.125 and AMC1 ORO.FC.125	The operator shall specify in the Operations Manual when such differences training or familiarisation training is required. An operator shall ensure that a flight crew member completes: (1) differences training which requires additional knowledge and training on an appropriate training device for the aeroplane: (i) when operating another variant of an aeroplane of the same type or another type of the same class currently operated; or (ii) when changing equipment and/or procedures on types or variants currently operated; a) Flight crew members shall complete differences or familiarisation training when required by Annex I (Part-FCL) to Regulation (EU) No 1178/2011 and when changing equipment or procedures requiring additional knowledge on types or variants currently operated. (b) The operations manual shall specify when such differences or familiarisation training is required. (a) Differences training requires additional knowledge and training on the aircraft or an appropriate training device. It should be carried out: (1) when introducing a significant change of equipment and/or procedures on types or variants currently operated; and (2) 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 (3) in the case of helicopters, when operating a variant of a helicopter currently operated. (b) Familiarisation training requires only the acquisition of additional knowledge. It should be carried out when: (1) operating another helicopter or aeroplane of the same type; or (2) when introducing a significant change of equipment and/or procedures on types or variants currently operated.				
1.950 (b) and (a)(2) ORO.FC.125 an	The operator shall specify in the Operations Manual when such differences training or familiarisation training is required. An				

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d AMC1 ORO.FC.125	<p>operator shall ensure that a flight crew member completes: familiarisation training which requires the acquisition of additional knowledge: (i) when operating another aeroplane of the same type or variant; or (ii) when changing equipment and/or procedures on types or variants currently operated.</p> <p>a) Flight crew members shall complete differences or familiarisation training when required by Annex I (Part-FCL) to Regulation (EU) No 1178/2011 and when changing equipment or procedures requiring additional knowledge on types or variants currently operated. (b) The operations manual shall specify when such differences or familiarisation training is required. (a) Differences training requires additional knowledge and training on the aircraft or an appropriate training device. It should be carried out: (1) when introducing a significant change of equipment and/or procedures on types or variants currently operated; and (2) 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 (3) in the case of helicopters, when operating a variant of a helicopter currently operated. (b) Familiarisation training requires only the acquisition of additional knowledge. It should be carried out when: (1) operating another helicopter or aeroplane of the same type; or (2) when introducing a significant change of equipment and/or procedures on types or variants currently operated.</p>				

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PART D 2.1.3 Nomination as commander					
1.955 (a)(1) ORO.FC.105(b)(1),(3)	<p>(a) An operator shall ensure that for upgrade to commander from co-pilot and for those joining as commanders: (1) A minimum level of experience, acceptable to the Authority, is specified in the Operations Manual;</p> <p>(b) The operator shall only designate a flight crew member to act as pilot-in-command/commander if he/she has: (1) the minimum level of experience specified in the operations manual; (3) in the case of multi-crew operations, completed an operator's command course if upgrading from co-pilot to pilot-in-command /commander.</p>		AC		
1.955 (a)(2) ORO.FC.105(b)(1),(3)	<p>(a) An operator shall ensure that for upgrade to commander from co-pilot and for those joining as commanders: For multi-crew operations, the pilot completes an appropriate command course.</p> <p>(b) The operator shall only designate a flight crew member to act as pilot-in-command/commander if he/she has: (1) the minimum level of experience specified in the operations manual; (3) in the case of multi-crew operations, completed an operator's command course if upgrading from co-pilot to pilot-in-command/commander.</p>				
1.955 (b) ORO.FC.205	<p>(b) The command course required by subparagraph (a)2 above must be specified in the Operations Manual and include at least the following: (1) training in an STD (including line orientated flying training) and/or flying training; (2) an operator proficiency check operating as commander; (3) commander's responsibilities; (4) line training in command under supervision. A minimum of 10 sectors is required for pilots already qualified on the aeroplane type; (5) completion of a commander's line check as prescribed in OPS 1.965(c) and route and aerodrome competence qualifications as prescribed in OPS 1.975; and (6) elements of Crew Resource Management.</p> <p>(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 operator proficiency check, 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</p>				

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	used; and (6) crew resource management training				

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PART D 2.1.4 Recurrent Training and Checking					
1.965 (a)(1) ORO.FC.130	General. An operator shall ensure that: (1) each flight crew member undergoes recurrent training and checking and that all such training and checking is relevant to the type or variant of aeroplane on which the flight crew member operates; (a) Each flight crew member 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. (b) Each flight crew member shall be periodically checked to demonstrate competence in carrying out normal, abnormal and emergency procedures.				
1.965 (a)(2) ORO.FC.145(a)(1), (b)	General. An operator shall ensure that: A recurrent training and checking program is established in the Operations Manual and approved by the Authority. (a) All the training required in this Subpart shall be conducted: (1) in accordance with the training programmes and syllabi established by the operator in the operations manual; When establishing the training programmes and syllabi, the operator shall include the mandatory elements for the relevant type as defined in the data established in accordance with Regulation (EC) No 1702/2003.		AP		
1.965 (a)(3) ORO.FC.145(a)(2)	General. An operator shall ensure that: recurrent training is conducted by the following personnel: (i) ground and refresher training — by suitably qualified personnel; (ii) aeroplane/STD training — by a type rating instructor (TRI), class rating instructor (CRI) or in the case of the STD content, a synthetic flight instructor (SFI), providing that the TRI, CRI or SFI satisfies the operator's experience and knowledge requirements sufficient to instruct on the items specified in paragraphs (a)1.(i)(A) and (B) of Appendix 1 to OPS 1.965; (iii) emergency and safety equipment training — by suitably qualified personnel; and (iv) crew resource management (CRM): (A) integration of CRM elements into all the phases of the recurrent training — by all the personnel conducting recurrent training. The operator shall ensure that all personnel conducting recurrent training are suitably qualified to integrate elements of CRM into this training; (B) modular CRM training — by at least one CRM trainer acceptable to the Authority who may be assisted by experts in order to address specific areas; All the training required in this Subpart shall be conducted by appropriately qualified personnel. In the case of flight and flight simulation training and checking, the personnel providing the				

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	training and conducting the checks shall be qualified in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011.				
1.965 (a)(4) ORO.FC.230	<p>General. An operator shall ensure that: recurrent checking is conducted by the following personnel: (i) operator proficiency checks — by a type rating examiner (TRE), class rating examiner (CRE) or, if the check is conducted in a STD, a TRE, CRE or a synthetic flight examiner (SFE), trained in CRM concepts and the assessment of CRM skills; (ii) line checks — by suitably qualified commanders nominated by the operator and acceptable to the Authority; (iii) emergency and safety equipment checking — by suitably qualified personnel.</p> <p>(a) Each flight crew member shall complete recurrent training and checking relevant to the type or variant of aircraft on which they operate. (b) Operator proficiency check (1) Each flight crew member shall complete operator proficiency checks as part of the normal crew complement to demonstrate competence in carrying out normal, abnormal and emergency procedures. (2) 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. (3) The validity period of the operator proficiency check shall be six calendar months. For operations under VFR by day of performance class B aeroplanes conducted during seasons not longer than eight consecutive months, one operator proficiency check shall be sufficient. The proficiency check shall be undertaken before commencing commercial air transport operations. (4) The flight crew member involved in operations by day and over routes navigated by reference to visual landmarks with an other-than-complex motor-powered helicopter may complete the operator proficiency check in only one of the relevant types held. The operator proficiency check shall be performed each time on the type least recently used for the proficiency check. The relevant helicopter types that may be grouped for the purpose of the operator proficiency check shall be contained in the operations manual. (5) Notwithstanding ORO.FC.145(a)(2), for operations of other-than-complex motor-powered helicopters by day and over routes navigated by reference to visual landmarks and performance class B aeroplanes, the check may be conducted by a suitably qualified commander nominated by the operator, trained in CRM concepts and the assessment of CRM skills. The operator shall inform the competent authority about the persons nominated. (c) Line check (1) Each flight crew member shall complete a line check on the aircraft to</p>		AC		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	competence in carrying out normal line operations described in the operations manual. The validity period of the line check shall be 12 calendar months. (2) Notwithstanding ORO.FC.145(a)(2), line checks may be conducted by a suitably qualified commander nominated by the operator, trained in CRM concepts and the assessment of CRM skills. (d) Emergency and safety equipment training and checking Each flight crew member 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. (e) CRM training (1) Elements of CRM shall be integrated into all appropriate phases of the recurrent training. (2) Each flight crew member 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. (f) Each flight crew member 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. (g) The validity periods mentioned in (b)(3), (c) and (d) shall be counted from the end of the month when the check was taken. (h) When the training or checks required above are undertaken within the last three months of the validity period, the new validity period shall be counted from the original expiry date.				

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PART D 2.1.5 Operator Proficiency Check					
1.965 (b)(1)(i) ORO.FC.230(b)(1), (2)	An operator shall ensure that: (i) each flight crew member undergoes operator proficiency checks to demonstrate his/her competence in carrying out normal, abnormal and emergency procedures; Operator proficiency check. (1) Each flight crew member shall complete operator proficiency checks as part of the normal crew complement to demonstrate competence in carrying out normal, abnormal and emergency procedures. (2) 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.				
1.965 (b)(1)(ii) ORO.FC.230(b)(1), (2)	Operator proficiency check. (1) An operator shall ensure that: the check is conducted without external visual reference when the flight crew member will be required to operate under IFR; Operator proficiency check. (1) Each flight crew member shall complete operator proficiency checks as part of the normal crew complement to demonstrate competence in carrying out normal, abnormal and emergency procedures. (2) 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.				
1.965 (b)(1)(iii) ORO.FC.230(b)(1), (2)	An operator shall ensure that: Each flight crew member undergoes operator proficiency checks as part of a normal flight crew complement. Operator proficiency check. (1) Each flight crew member shall complete operator proficiency checks as part of the normal crew complement to demonstrate competence in carrying out normal, abnormal and emergency procedures. (2) 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.				
1.965 (b)(2) ORO.FC.230(b)(3), (g), (h)	Operator proficiency check. The period of validity of an operator proficiency check shall be six calendar months in addition to the remainder of the month of issue. If issued within the final three calendar months of validity of a previous operator proficiency check, the period of validity shall extend from the date of issue until six calendar months from the expiry date of that previous operator proficiency check. The validity period of the operator proficiency check shall be six				

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	calendar months. For operations under VFR by day of performance class B aeroplanes conducted during seasons not longer than eight consecutive months, one operator proficiency check shall be sufficient. The proficiency check shall be undertaken before commencing commercial air transport operations. The validity periods mentioned in (b)(3), (c) and (d) shall be counted from the end of the month when the check was taken. When the training or checks required above are undertaken within the last three months of the validity period, the new validity period shall be counted from the original expiry date.				
1.965 Appendix 1 (b)(1)(i)(A) AMC1 ORO.FC.230	Recurrent checking. Recurrent checking shall comprise: (1) Operator proficiency checks; (i) Where applicable, operator proficiency checks shall include the following manoeuvres: (A) rejected take-off when a flight simulator is available, otherwise touch drills only; Recurrent checking. Recurrent checking should comprise the following: (1) Operator proficiency checks (i) Aeroplanes Where applicable, operator proficiency checks should include the following manoeuvres as pilot flying: (A) rejected take-off when an FSTD is available to represent that specific aeroplane, otherwise touch drills only				
1.965 Appendix 1 (b)(1)(i)(B) AMC1 ORO.FC.230	Recurrent checking. Recurrent checking shall comprise: (1) Operator proficiency checks; (i) Where applicable, operator proficiency checks shall include the following manoeuvres: take-off with engine failure between V1 and V2 or as soon as safety considerations permit; Recurrent checking. Recurrent checking should comprise the following: (1) Operator proficiency checks (i) Aeroplanes. (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;				
1.965 Appendix 1 (b)(1)(i)(C) AMC1 ORO.FC.230	Recurrent checking shall comprise Precision instrument approach to minima with, in the case of multi-engined aeroplanes, one engine inoperative. Where applicable, operator proficiency checks should include precision instrument approach to minima with, in the case of multi-engine aeroplanes, one-engine-inoperative.				
1.965 Appendix 1 (b)(1)(i)(D) AMC1 ORO.FC.230	Recurrent checking shall comprise non-precision approach to minima. Where applicable, operator proficiency checks should include non-precision approach to minima.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.965 Appendix 1 (b)(1)(i)(E) AMC1 ORO.FC.230	Recurrent checking shall comprise missed approach on instruments from minima with, in the case of multiengine aeroplanes, one engine inoperative. Where applicable, operator proficiency checks should include missed approach on instruments from minima with, in the case of multi-engine aeroplanes, one-engine-inoperative.				
1.965 Appendix 1 (b)(1)(i)(F) AMC1 ORO.FC.230	Recurrent checking shall comprise landing with one engine inoperative. For single-engine aeroplanes a practice forced landing is required. Where applicable, operator proficiency checks should include landing with one-engine-inoperative. For single-engine aeroplanes a practice forced landing is required.				
1.965 Appendix 1 (b)(1)(ii) AMC1 ORO.FC.230	When engine out maneuvers are carried out in an aeroplane, the engine failure must be simulated. When engine-out manoeuvres are carried out in an aircraft, the engine failure should be simulated.				
1.965 Appendix 1 (b)(1)(iii) AMC1 ORO.FC.230	In addition to the checks prescribed in subparagraphs (i)(A) to (F) above the requirements governing the issue of flight crew licenses must be completed every 12 months and may be combined with the operator proficiency check. Once every 12 months the checks prescribed in (b)(1)(ii)(A) may be combined with the proficiency check for revalidation or renewal of the aircraft type rating.				
1.965 Appendix 1 (b)(1)(iv) AMC1 ORO.FC.230	For a pilot operating VFR only, the checks prescribed in subparagraphs (i)(C) to (E) above may be omitted except for an approach and go-around in a multi-engine aeroplane with one engine inoperative. Operator proficiency checks should be conducted by a type rating examiner (TRE) or a synthetic flight examiner (SFE), as applicable.				
1.965 Appendix 1 (b)(1)(v) AMC1 ORO.FC.230	Operator proficiency checks must be conducted by a Type Rating Examiner. Operator proficiency checks should be conducted by a type rating examiner (TRE) or a synthetic flight examiner (SFE), as applicable.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.6 Line Check					
1.965 (c) ORO.FC.230(c), (g), (h)	<p>Line Check. An operator shall ensure that each flight crew member undergoes a line check on the aeroplane to demonstrate his/her competence in carrying out normal line operations described in the Operations Manual. The period of validity of a line check shall be 12 calendar months, in addition to the remainder of the month of issue. If issued within the final three calendar months of validity of a previous line check the period of validity shall extend from the date of issue until 12 calendar months from the expiry date of that previous line check.</p> <p>Line check. (1) Each flight crew member shall complete a line check on the aircraft to demonstrate competence in carrying out normal line operations described in the operations manual. The validity period of the line check shall be 12 calendar months. (2) Notwithstanding ORO.FC.145(a)(2), line checks may be conducted by a suitably qualified commander nominated by the operator, trained in CRM concepts and the assessment of CRM skills. The validity periods mentioned in (b)(3), (c) and (d) shall be counted from the end of the month when the check was taken. When the training or checks required above are undertaken within the last three months of the validity period, the new validity period shall be counted from the original expiry date.</p>				
1.965 (c) ORO.FC.230(c), (g), (h)	<p>Line Check. An operator shall ensure that each flight crew member undergoes a line check on the aeroplane to demonstrate his/her competence in carrying out normal line operations described in the Operations Manual. The period of validity of a line check shall be 12 calendar months, in addition to the remainder of the month of issue. If issued within the final three calendar months of validity of a previous line check the period of validity shall extend from the date of issue until 12 calendar months from the expiry date of that previous line check.</p> <p>Line check. (1) Each flight crew member shall complete a line check on the aircraft to demonstrate competence in carrying out normal line operations described in the operations manual. The validity period of the line check shall be 12 calendar months. (2) Notwithstanding ORO.FC.145(a)(2), line checks may be conducted by a suitably qualified commander nominated by the operator, trained in CRM concepts and the assessment of CRM skills. The validity periods mentioned in (b)(3), (c) and (d) shall be counted from the end of the month when the check was taken. When the</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	training or checks required above are undertaken within the last three months of the validity period, the new validity period shall be counted from the original expiry date.				
1.965 Appendix 1 (b)(3)(i) AMC1 ORO.FC.230	Line checks must 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. Line checks 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 his/her ability to 'manage' the operation and take appropriate command decisions.				
1.965 Appendix 1 (b)(3)(ii) AMC1 ORO.FC.230	The flight crew must be assessed on their crew resource management CRM skills in accordance with a methodology acceptable to the Authority and published in the Operations Manual. The purpose of such assessment is to: (A) provide feedback to the crew collectively and individually and serve to identify retraining; and (B) be used to improve the CRM training system. The flight crew should be assessed on their CRM skills in accordance with a methodology described in the operations manual. The purpose of such assessment is to: (A) provide feedback to the crew collectively and individually and serve to identify retraining; and (B) be used to improve the CRM training system.		AC		
1.965 Appendix 1 (b)(3)(iii) AMC1 ORO.FC.230	CRM assessment alone shall not be used as a reason for a failure of the line check. CRM assessment alone should not be used as a reason for a failure of the line check.				
1.965 Appendix 1 (b)(3)(iv) AMC1 ORO.FC.230	When pilots are assigned duties as pilot flying and pilot non-flying they must be checked in both functions. When pilots are assigned duties as pilot flying and pilot monitoring they should be checked in both functions.				
1.965 Appendix 1 (b)(3)(v) AMC1 ORO.FC.	Line checks must be completed in an aeroplane. Line check. (1) Each flight crew member shall complete a line check on the aircraft to demonstrate competence in carrying out				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
230 (c)	normal line operations described in the operations manual. The validity period of the line check shall be 12 calendar months. (2) Notwithstanding ORO.FC.145(a)(2), line checks may be conducted by a suitably qualified commander nominated by the operator, trained in CRM concepts and the assessment of CRM skills.				
1.965 Appendix 1 (b)(3)(vi) AMC1 ORO.FC.230	Line checks must be conducted by commanders nominated by the operator and acceptable to the Authority. Line checks should be conducted by a commander nominated by the operator. The operator should inform the competent authority about the persons nominated. The person conducting the line check, who is described in (d)(5)(ii), should occupy an observer's seat where installed. His/her CRM assessments should solely be based on observations made during the initial briefing, cabin briefing, flight crew compartment briefing and those phases where he/she occupies the observer's seat. (A) For aeroplanes, in the case of long haul operations where additional operating flight crew are carried, the person 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.		AC		
AMC OPS 1.965(c) AMC1 ORO.FC.230	1 Where a pilot is required to operate as pilot flying and pilot non-flying, he should be checked on one sector as pilot flying and on another sector as pilot non-flying. 2 However, where an operator's procedures require integrated flight preparation, integrated cockpit initialisation and that each pilot performs both flying and non-flying duties on the same sector, then the line check may be performed on a single sector. Line checks. (i) Line checks 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 his/her ability to 'manage' the operation and take appropriate command decisions. (ii) The flight crew should be assessed on their CRM skills in accordance with a methodology described in the operations manual. The purpose of such assessment is to: (A) provide feedback to the crew collectively and individually and serve to identify retraining; and (B) be used to improve the CRM training system. (iii) CRM assessment alone should not be used as a reason for a failure of the line check. (iv)				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>When pilots are assigned duties as pilot flying and pilot monitoring they should be checked in both functions. (v) Line checks should be conducted by a commander nominated by the operator. The operator should inform the competent authority about the persons nominated. The person conducting the line check, who is described in (d)(5)(ii), should occupy an observer's seat where installed. His/her CRM assessments should solely be based on observations made during the initial briefing, cabin briefing, flight crew compartment briefing and those phases where he/she occupies the observer's seat. (A) For aeroplanes, in the case of long haul operations where additional operating flight crew are carried, the person 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. (vi) Where a pilot is required to operate as pilot flying and pilot monitoring, he/she should be checked on one flight sector as pilot flying and on another flight sector as pilot monitoring. However, where the operator's procedures require integrated flight preparation, integrated cockpit initialisation and that each pilot performs both flying and monitoring duties on the same sector, then the line check may be performed on a single flight sector. (4) When the operator proficiency check, line check or emergency and safety equipment check are undertaken within the final 3 calendar months of validity of a previous check, the period of validity of the subsequent check should be counted from the expiry date of the previous check. (5) In the case of single-pilot operations with helicopters, the recurrent checks referred to in (b)(1), (2) and (3) should be performed in the single-pilot role on a particular helicopter type in an environment representative of the operation.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.7 Emergency and Safety Equipment training and checking					
1.965 (d) ORO.FC.230(d), (g), (h)	An operator shall ensure that each flight crew member undergoes training and checking on the location and use of all emergency and safety equipment carried. Each flight crew member shall complete training and checking on the location and use of all emergency and safety equipment carried.				
1.965 (d) ORO.FC.230(d), (g), (h)	The period of validity of an emergency and safety equipment check shall be 12 calendar months. The validity period of an emergency and safety equipment check shall be 12 calendar months.				
1.965 Appendix 1 (a)(3)(i) AMC1 ORO.FC.230	The emergency and safety equipment training program may be combined with emergency and safety equipment checking and shall be conducted in an aeroplane or a suitable alternative training device. 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.				
1.965 Appendix 1 (a)(3)(ii) AMC1 ORO.FC.230	The contents of every year the emergency and safety equipment training program. 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.				
1.965 Appendix 1 (a)(3)(iii) AMC1 ORO.FC.230	The contents of every 3 years the program of training. 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				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	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- EN 85 EN 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; - 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.				
1.965 Appendix 1 (a)(3)(iii)(C) AMC1 ORO.FC.230	Actual fire-fighting using equipment representative of that carried in the aeroplane on an actual or simulated fire except that, with Halon extinguishers, an alternative method acceptable to the Authority may be used. Every 3 years the programme of training should include 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.		AC		
1.965 Appendix 1 (b)(2) AMC1 ORO.FC.230	Emergency and safety equipment checks. Emergency and safety equipment checks. The items to be checked should be those for which training has been carried out in accordance with (a)(2).				
1.980 Appendix 1 (d)(7)(iii) AMC1 ORO.FC.240	Annual emergency and safety equipment training and checking must cover all requirements for each type. Annual emergency and safety equipment training and checking should cover all requirements for each type.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.8 Crew Resource Management training (CRM)					
1.965 (e) (j) and 1.965 Appendix 1 (a)(4) ORO.FC.230(e) and AMC1 ORO.FC.230	<p>CRM. An operator shall ensure that: (1) elements of CRM are integrated into all appropriate phases of the recurrent training, and; (2) each flight crew member undergoes specific modular CRM training. All major topics of CRM training shall be covered over a period not exceeding three years; Recurrent training. Recurrent training shall comprise: Crew resource management training (i) Elements of CRM shall be integrated into all appropriate phases of recurrent training; and (ii) A specific modular CRM training programme shall be established such that all major topics of CRM training are covered over a period not exceeding three years, as follows: (A) human error and reliability, error chain, error prevention and detection; (B) company safety culture, SOPs, organisational factors; (C) stress, stress management, fatigue and vigilance; (D) information acquisition and processing, situation awareness, workload management; (E) decision making; (F) communication and coordination inside and outside the cockpit; (G) leadership and team behaviour, synergy; (H) automation and philosophy of the use of automation (if relevant to the type); (I) specific type-related differences; (J) case based studies; (K) additional areas which warrant extra attention, as identified by the accident prevention and flight safety programme (see OPS 1.037). (iii) Operators shall establish procedures to update their CRM recurrent training programme. Revision of the Programme shall be conducted over a period not exceeding three years. The revision of the programme shall take into account the de-identified results of the CRM assessments of crews, and information identified by the accident prevention and flight safety programme.</p> <p>CRM training. (1) Elements of CRM shall be integrated into all appropriate phases of the recurrent training. (2) Each flight crew member 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. Elements of CRM shall be integrated into all appropriate phases of the recurrent training. Each flight crew member 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.EN L 296/50 Official Journal of the European Union 25.10.2012CRM (i) Elements of CRM should be integrated into all appropriate phases of recurrent training. (ii) A specific modular CRM training</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	programme should be established such that all major topics of CRM training are covered over a period not exceeding 3 years, as follows: (A) human error and reliability, error chain, error prevention and detection; (B) operator safety culture, standard operating procedures (SOPs), organisational factors; (G) leadership and team behaviour, synergy; (H) automation and philosophy of the use of automation (if relevant to the type); (I) specific type-related differences; (J) case studies; (K) additional areas which warrant extra attention, as identified by the safety management system. (iii) Operators should establish procedures to update their CRM recurrent training programme. Revision of the programme should be conducted over a period not exceeding 3 years. The revision of the programme should take into account the de-identified results of the CRM assessments of crews, and information identified by the safety management system. (C) stress, stress management, fatigue and vigilance; (D) information acquisition and processing, situation awareness, workload management; (E) decision making; (F) communication and coordination inside and outside the flight crew compartment;				
IEM OPS 1.945(a)(9), 1.955(b)(6), 1.965(e) AMC OPS 1.943/1.945(a)(9)/ 1.955(b)(6), and 1.965(e)8.2 GM1 ORO.FC.220(d) and ORO.FC.105(b)(1),(3) and ORO.FC.205 and ORO.FC.130 and ORO.FC.145(a)(1), (b) and ORO.FC.145(a)(2) and ORO.FC.230(a)	REFERE TO RULE REFERE TO RULE				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.9 Ground and Refresher training					
1.965 (f) ORO.FC.230(f), (g), (h)	<p>Ground and refresher training. An operator shall ensure that each flight crew member undergoes ground and refresher training at least every 12 calendar months. If the training is conducted within 3 calendar months prior to the expiry of the 12 calendar months period, the next ground and refresher training must be completed within 12 calendar months of the original expiry date of the previous ground and refresher training.</p> <p>(f) Each flight crew member 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. (g) The validity periods mentioned in (b)(3), (c) and (d) shall be counted from the end of the month when the check was taken. (h) When the training or checks required above are undertaken within the last three months of the validity period, the new validity period shall be counted from the original expiry date.</p>				
1.965 Appendix 1 (a)(1)(i) AMC1 ORO.FC.230	<p>Ground and refresher training. the ground and refresher training programme shall include: (A) aeroplane systems; (B) operational procedures and requirements including ground de-/anti-icing and pilot incapacitation; and (C) accident/incident and occurrence review.</p> <p>Ground training. (i) The ground training programme should include: (A) aircraft systems; (B) operational procedures and requirements including ground de-icing/anti-icing and pilot incapacitation; and (C) accident/incident and occurrence review.</p>				
1.965 Appendix 1 (a)(1)(ii) AMC1 ORO.FC.230	<p>Ground and refresher training; Knowledge of the ground and refresher training shall be verified by a questionnaire or other suitable methods.</p> <p>Recurrent training should comprise the following: Knowledge of the ground training should be verified by a questionnaire or other suitable methods.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.10 Aeroplane/STD training					
1.965 (g) ORO.FC.230(f), (g), (h)	<p>Aeroplane/STD training. An operator shall ensure that each flight crew member undergoes aeroplane/STD training at least every 12 calendar months. If the training is conducted within 3 calendar months prior to the expiry of the 12 calendar months period, the next aeroplane STD training must be completed within 12 calendar months of the original expiry date of the previous aeroplane/STD training.</p> <p>(f) Each flight crew member 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. (g) The validity periods mentioned in (b)(3), (c) and (d) shall be counted from the end of the month when the check was taken. (h) When the training or checks required above are undertaken within the last three months of the validity period, the new validity period shall be counted from the original expiry date.</p>				
1.965 Appendix 1 (a)(2)(i) AMC1 ORO.FC.230	<p>Recurrent training. Recurrent training shall comprise: Aeroplane/STD training; (i) The aeroplane/STD training programme shall be established such that all major failures of aeroplane systems and associated procedures will have been covered in the preceding three-year period.</p> <p>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 covered in the preceding 3 year period.</p>				
1.965 Appendix 1 (a)(2)(ii) AMC1 ORO.FC.230	<p>When engine-out manoeuvres are carried out in an aeroplane, the engine failure shall be simulated. (iii) Aeroplane/STD training may be combined with the operator proficiency check.</p> <p>When engine-out manoeuvres are carried out in an aircraft, the engine failure should be simulated. Aircraft/FSTD training may be combined with the operator proficiency check.</p>				
1.965 Appendix 1 (a)(2)(iii) AMC1 ORO.FC.230	<p>Aeroplane/STD training may be combined with the operator proficiency check.</p> <p>Aircraft/FSTD training may be combined with the operator proficiency check.</p>				
1.005 (d), 1.970, 1.945 (d) (2), 1.978 (a) and 1.978(b) ORO.FC.145(d) and FCL.060	All Synthetic Training Devices (STD), such as Flight Simulators or Flight Training Devices (FTD), replacing an aeroplane for training and/or checking purposes is to be qualified in accordance with the requirements applicable to Synthetic Training Devices. An operator intending to use such STD must obtain approval from the Authority.		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
(b)(1),(2);(c) and ORO.FC.220(e) and ORO.FC.A.245	<p>(a) An operator shall ensure that: (1) a pilot is not assigned to operate an aeroplane as part of the minimum certificated crew, either as pilot flying or pilot non-flying unless he/she has carried out three takeoffs and three landings in the previous 90 days as pilot flying in an aeroplane, or in a flight simulator of the same type/class. (2) a pilot who does not hold a valid instrument rating is not assigned to operate an aeroplane at night as commander unless he/she has carried out at least one landing at night in the preceding 90 days as pilot flying in an aeroplane, or in a flight simulator, of the same type/class. (b) The 90-day period prescribed in subparagraphs (a)1 and 2 above may be extended up to a maximum of 120 days by line flying under the supervision of a type rating instructor or examiner. For periods beyond 120 days, the recency requirement is satisfied by a training flight or use of a flight simulator of the aeroplane type to be used. A pilot, undertaking a zero flight time training (ZFTT) course, shall: complete six take-offs and landings in a flight simulator, qualified in accordance with the requirements applicable to synthetic training devices and user approved by the Authority, not later than 21 days after the completion of the skill test. This simulator session shall be conducted by a type rating instructor for aeroplanes (TRI(A)) occupying a pilot's seat. When recommended by a JOINT OPERATIONAL EVALUATION Board (JOEB) and approved by the Authority, the number of take-offs and landings may be reduced. If these take-offs and landings have not been performed within the 21 days, the operator shall provide refresher training acceptable to the Authority; An operator, following a minimum of two years continuous operations, may substitute the training and checking requirements for flight crew specified in Appendix 1 to OPS 1.978(a) by an alternative training and Qualification programme (ATQP) approved by the Authority. The two years continuous operations may be reduced at the discretion of the Authority. The ATQP must contain training and checking which establishes and maintains a level of proficiency demonstrated to be at least not less than the level of proficiency achieved by following the provisions of OPS 1.945, 1.965 and 1.970. The standard of flight crew training and qualification shall be established prior to the introduction of ATQP; the required ATQP training and qualification standards shall also be specified.</p> <p>REFERE TO RULE</p>				
AMC OPS 1.945 Para 5.1	Following completion of aeroplane/STD training and checking as part of the operator's conversion course, each flight crew member		AC		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
AMC1 ORO.FC.220 and AMC2 ORO.FC.220	should operate a minimum number of sectors and/or flying hours under the supervision of a flight crew member nominated by the operator and acceptable to the Authority. REFERE TO RULE				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.11 Recurrent training and checking – System Panel Operators					
1.965 Appendix 2 AMC2 ORO.FC.230	<p>Recurrent training and checking — System panel operators. (a) The recurrent training and checking for system panel operators shall meet the requirements for pilots and any additional specific duties, omitting those items that do not apply to system panel operators. (b) Recurrent training and checking for system panel operators shall, whenever possible, take place concurrently with a pilot undergoing recurrent training and checking. (c) A line check shall be conducted by a commander nominated by the operator and acceptable to the Authority or by a system panel operator type rating instructor or examiner.</p> <p>FLIGHT ENGINEERS.(a) The recurrent training and checking for flight engineers should meet the requirements for pilots and any additional specific duties, omitting those items that do not apply to flight engineers. (b) Recurrent training and checking for flight engineers should, whenever possible, take place concurrently with a pilot undergoing recurrent training and checking. (c) The line check should be conducted by a commander or by a flight engineer nominated by the operator, in accordance with national rules, if applicable.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.12 Route and aerodrome competence qualification					
1.968 (a)(1) ORO.FC.135	An operator shall ensure that: A pilot who may be assigned to operate in either pilot's seat completes appropriate training and checking. Flight crew members who may be assigned to operate in either pilot's seat shall complete appropriate training and checking as specified in the operations manual.				
1.968 (a)(2) ORO.FC.135	An operator shall ensure that: The training and checking program is specified in the Operations Manual and is acceptable to the Authority. Flight crew members who may be assigned to operate in either pilot's seat shall complete appropriate training and checking as specified in the operations manual.		AC		
1.975 (a) ORO.FC.105(b)(2)	An operator shall ensure that, prior to being assigned as commander or as pilot to whom the conduct of the flight may be delegated by the commander, the pilot has obtained adequate knowledge of the route to be flown and of the aerodromes (including alternates), facilities and procedures to be used. The operator shall only designate a flight crew member to act as pilot-in-command/commander if he/she has: adequate knowledge of the route or area to be flown and of the aerodromes, including alternate aerodromes, facilities and procedures to be used.				
AMC OPS 1.975 AMC1 ORO.FC.105(b)(2);(c)	1 Route competence 1.1 Route competence training should include knowledge of: a. Terrain and minimum safe altitudes; b. Seasonal meteorological conditions; c. Meteorological, communication and air traffic facilities, services and procedures; d. Search and rescue procedures; and e. Navigational facilities associated with the route along which the flight is to take place. 1.2 Depending on the complexity of the route, as assessed by the operator, the following methods of familiarisation should be used: a. For the less complex routes, familiarisation by self-briefing with route documentation, or by means of programmed instruction; and b. For the more complex routes, in addition to sub-paragraph 1.2.a above, inflight familiarisation as a commander, co-pilot or observers under supervision, or familiarisation in a Synthetic Training Device using a database appropriate to the route concerned. 2 Aerodrome competence 2.1 The Operations Manual should specify a method of categorisation of aerodromes and specify the requirements necessary for each of these categories. If the least demanding aerodromes are Category A, Category B and C would be applied to				

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	<p>progressively more demanding aerodromes. The Operations Manual should specify the parameters which qualify an aerodrome to be considered Category A and then provide a list of those aerodrome categorised as B or C. 2.2 All aerodromes to which an operator operates should be categorised in one of these three categories. The operator's categorisation should be acceptable to the Authority. 3 Category A. An aerodrome which satisfies all of the following requirements: a. An approved instrument approach procedure; b. At least one runway with no performance limited procedure for take-off and/or landing; c. Published circling minima not higher than 1 000 feet above aerodrome level; and d. Night operations capability. 4 Category B. An aerodrome which does not satisfy the Category A requirements or which requires extra considerations such as: a. Non-standard approach aids and/or approach patterns; or b. Unusual local weather conditions; or c. Unusual characteristics or performance limitations; or d. Any other relevant considerations including obstructions, physical layout, lighting etc. 4.1 Prior to operating to a Category B aerodrome, the commander should be briefed, or self-briefed by means of programmed instruction, on the Category B aerodrome(s) concerned and should certify that he has carried out these instructions. 5 Category C. An aerodrome which requires additional considerations to a Category B aerodrome. 5.1 Prior to operating to a Category C aerodrome, the commander should be briefed and visit the aerodrome as an observer and/or undertake instruction in a Flight Simulator. This instruction should be certified by the operator.</p> <p>For commercial air transport (CAT) operations, the experience of the route or area to be flown and of the aerodrome facilities and procedures to be used should include the following: (a) Area and route knowledge (1) Area and route training should include 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. (2) Depending on the complexity of the area or route, as assessed by the operator, the following methods of familiarisation should be used: (i) for the less complex areas or routes, familiarisation by self-briefing with route documentation, or by means of programmed instruction; and (ii) in addition, for the more complex areas or routes, in-flight familiarisation as a pilot-in-</p>				

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	<p>command/commander or co-pilot under supervision, observer, or familiarisation in a flight simulation training device (FSTD) using a database appropriate to the route concerned. (b) Aerodrome knowledge (1) Aerodrome training 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. (2) The operations manual should describe the method of categorisation of aerodromes and, in the case of CAT operations, provide a list of those aerodrome categorised as B or C. (3) All aerodromes to which an operator operates should be categorised in one of these three categories: (i) category A - an aerodrome that meets all of the following requirements: (A) an approved instrument approach procedure; (B) at least one runway with no performance limited procedure for take-off and/or landing; (C) published circling minima not higher than 1 000 ft above aerodrome level; and (D) night operations capability. (ii) category B - an aerodrome that does not meet the category A requirements or which requires extra considerations such as: (A) non-standard approach aids and/or approach patterns; (B) unusual local weather conditions; (C) unusual characteristics or performance limitations; or (D) any other relevant considerations including obstructions, physical layout, lighting etc. (iii) category C - an aerodrome that requires additional considerations to a category B aerodrome; (iv) offshore installations may be categorised as category B or C aerodromes, taking into account the limitations determined in accordance with AMC2 CAT.OP.MPA.105 Use of aerodromes and operating sites. (c) Prior to operating to a: (1) category B aerodrome, the pilot-in-command/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 pilot-in-command/commander before departure on a flight involving category B aerodrome(s) as destination or alternate aerodromes. (2) category C aerodrome, the pilot-in-command/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.</p>				
<p>AMC OPS 1.975 AMC1 ORO.FC.105(b)(2);(c)</p>	<p>1 Route competence 1.1 Route competence training should include knowledge of: a. Terrain and minimum safe altitudes; b. Seasonal meteorological conditions; c. Meteorological, communication and</p>				

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	<p>air traffic facilities, services and procedures; d. Search and rescue procedures; and e. Navigational facilities associated with the route along which the flight is to take place. 1.2 Depending on the complexity of the route, as assessed by the operator, the following methods of familiarisation should be used: a. For the less complex routes, familiarisation by self-briefing with route documentation, or by means of programmed instruction; and b. For the more complex routes, in addition to sub-paragraph 1.2.a above, inflight familiarisation as a commander, co-pilot or observers under supervision, or familiarisation in a Synthetic Training Device using a database appropriate to the route concerned. 2 Aerodrome competence 2.1 The Operations Manual should specify a method of categorisation of aerodromes and specify the requirements necessary for each of these categories. If the least demanding aerodromes are Category A, Category B and C would be applied to progressively more demanding aerodromes. The Operations Manual should specify the parameters which qualify an aerodrome to be considered Category A and then provide a list of those aerodrome categorised as B or C. 2.2 All aerodromes to which an operator operates should be categorised in one of these three categories. The operator's categorisation should be acceptable to the Authority. 3 Category A. An aerodrome which satisfies all of the following requirements: a. An approved instrument approach procedure; b. At least one runway with no performance limited procedure for take-off and/or landing; c. Published circling minima not higher than 1 000 feet above aerodrome level; and d. Night operations capability. 4 Category B. An aerodrome which does not satisfy the Category A requirements or which requires extra considerations such as: a. Non-standard approach aids and/or approach patterns; or b. Unusual local weather conditions; or c. Unusual characteristics or performance limitations; or d. Any other relevant considerations including obstructions, physical layout, lighting etc. 4.1 Prior to operating to a Category B aerodrome, the commander should be briefed, or self-briefed by means of programmed instruction, on the Category B aerodrome(s) concerned and should certify that he has carried out these instructions. 5 Category C. An aerodrome which requires additional considerations to a Category B aerodrome. 5.1 Prior to operating to a Category C aerodrome, the commander should be briefed and visit the aerodrome as an observer and/or undertake instruction in a Flight Simulator. This instruction should be certified by the operator.</p>				

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	<p>For commercial air transport (CAT) operations, the experience of the route or area to be flown and of the aerodrome facilities and procedures to be used should include the following: (a) Area and route knowledge (1) Area and route training should include 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. (2) Depending on the complexity of the area or route, as assessed by the operator, the following methods of familiarisation should be used: (i) for the less complex areas or routes, familiarisation by self-briefing with route documentation, or by means of programmed instruction; and (ii) in addition, for the more complex areas or routes, in-flight familiarisation as a pilot-in-command/commander or co-pilot under supervision, observer, or familiarisation in a flight simulation training device (FSTD) using a database appropriate to the route concerned. (b) Aerodrome knowledge (1) Aerodrome training 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. (2) The operations manual should describe the method of categorisation of aerodromes and, in the case of CAT operations, provide a list of those aerodrome categorised as B or C. (3) All aerodromes to which an operator operates should be categorised in one of these three categories: (i) category A - an aerodrome that meets all of the following requirements: (A) an approved instrument approach procedure; (B) at least one runway with no performance limited procedure for take-off and/or landing; (C) published circling minima not higher than 1 000 ft above aerodrome level; and (D) night operations capability. (ii) category B - an aerodrome that does not meet the category A requirements or which requires extra considerations such as: (A) non-standard approach aids and/or approach patterns; (B) unusual local weather conditions; (C) unusual characteristics or performance limitations; or (D) any other relevant considerations including obstructions, physical layout, lighting etc. (iii) category C - an aerodrome that requires additional considerations to a category B aerodrome; (iv) offshore installations may be categorised as category B or C aerodromes, taking into account the limitations determined in accordance with AMC2 CAT.OP.MPA.105 Use of aerodromes and operating sites.</p>				

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	(c) Prior to operating to a: (1) category B aerodrome, the pilot-in-command/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 pilot-in-command/commander before departure on a flight involving category B aerodrome(s) as destination or alternate aerodromes. (2) category C aerodrome, the pilot-in-command/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.				
AMC OPS 1.975 AMC1 ORO.FC.105(b)(2);(c)	1 Route competence 1.1 Route competence training should include knowledge of: a. Terrain and minimum safe altitudes; b. Seasonal meteorological conditions; c. Meteorological, communication and air traffic facilities, services and procedures; d. Search and rescue procedures; and e. Navigational facilities associated with the route along which the flight is to take place. 1.2 Depending on the complexity of the route, as assessed by the operator, the following methods of familiarisation should be used: a. For the less complex routes, familiarisation by self-briefing with route documentation, or by means of programmed instruction; and b. For the more complex routes, in addition to sub-paragraph 1.2.a above, inflight familiarisation as a commander, co-pilot or observers under supervision, or familiarisation in a Synthetic Training Device using a database appropriate to the route concerned. 2 Aerodrome competence 2.1 The Operations Manual should specify a method of categorisation of aerodromes and specify the requirements necessary for each of these categories. If the least demanding aerodromes are Category A, Category B and C would be applied to progressively more demanding aerodromes. The Operations Manual should specify the parameters which qualify an aerodrome to be considered Category A and then provide a list of those aerodrome categorised as B or C. 2.2 All aerodromes to which an operator operates should be categorised in one of these three categories. The operator's categorisation should be acceptable to the Authority. 3 Category A. An aerodrome which satisfies all of the following requirements: a. An approved instrument approach procedure; b. At least one runway with no performance limited procedure for take-off and/or landing; c. Published circling minima not higher than 1 000 feet above aerodrome level; and d. Night operations capability. 4 Category B. An aerodrome which does not		AP		

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	<p>satisfy the Category A requirements or which requires extra considerations such as: a. Non-standard approach aids and/or approach patterns; or b. Unusual local weather conditions; or c. Unusual characteristics or performance limitations; or d. Any other relevant considerations including obstructions, physical layout, lighting etc. 4.1 Prior to operating to a Category B aerodrome, the commander should be briefed, or self-briefed by means of programmed instruction, on the Category B aerodrome(s) concerned and should certify that he has carried out these instructions. 5 Category C. An aerodrome which requires additional considerations to a Category B aerodrome. 5.1 Prior to operating to a Category C aerodrome, the commander should be briefed and visit the aerodrome as an observer and/or undertake instruction in a Flight Simulator. This instruction should be certified by the operator.</p> <p>For commercial air transport (CAT) operations, the experience of the route or area to be flown and of the aerodrome facilities and procedures to be used should include the following: (a) Area and route knowledge (1) Area and route training should include 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. (2) Depending on the complexity of the area or route, as assessed by the operator, the following methods of familiarisation should be used: (i) for the less complex areas or routes, familiarisation by self-briefing with route documentation, or by means of programmed instruction; and (ii) in addition, for the more complex areas or routes, in-flight familiarisation as a pilot-in-command/commander or co-pilot under supervision, observer, or familiarisation in a flight simulation training device (FSTD) using a database appropriate to the route concerned. (b) Aerodrome knowledge (1) Aerodrome training 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. (2) The operations manual should describe the method of categorisation of aerodromes and, in the case of CAT operations, provide a list of those aerodrome categorised as B or C. (3) All aerodromes to which an operator operates should be categorised in one of these three categories: (i) category A - an aerodrome that meets all of the</p>				

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	<p>following requirements: (A) an approved instrument approach procedure; (B) at least one runway with no performance limited procedure for take-off and/or landing; (C) published circling minima not higher than 1 000 ft above aerodrome level; and (D) night operations capability. (ii) category B - an aerodrome that does not meet the category A requirements or which requires extra considerations such as: (A) non-standard approach aids and/or approach patterns; (B) unusual local weather conditions; (C) unusual characteristics or performance limitations; or (D) any other relevant considerations including obstructions, physical layout, lighting etc. (iii) category C - an aerodrome that requires additional considerations to a category B aerodrome; (iv) offshore installations may be categorised as category B or C aerodromes, taking into account the limitations determined in accordance with AMC2 CAT.OP.MPA.105 Use of aerodromes and operating sites. (c) Prior to operating to a: (1) category B aerodrome, the pilot-in-command/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 pilot-in-command/commander before departure on a flight involving category B aerodrome(s) as destination or alternate aerodromes. (2) category C aerodrome, the pilot-in-command/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.</p>				
<p>AMC OPS 1.975 5.1 and 1.005 (d) AMC1 ORO.FC.105(b)(2);(c) and ORO.FC.145(d)</p>	<p>1 Route competence 1.1 Route competence training should include knowledge of: a. Terrain and minimum safe altitudes; b. Seasonal meteorological conditions; c. Meteorological, communication and air traffic facilities, services and procedures; d. Search and rescue procedures; and e. Navigational facilities associated with the route along which the flight is to take place. 1.2 Depending on the complexity of the route, as assessed by the operator, the following methods of familiarisation should be used: a. For the less complex routes, familiarisation by self-briefing with route documentation, or by means of programmed instruction; and b. For the more complex routes, in addition to sub-paragraph 1.2.a above, inflight familiarisation as a commander, co-pilot or observers under supervision, or familiarisation in a Synthetic Training Device using a database appropriate to the route concerned. 2 Aerodrome competence 2.1 The Operations Manual should specify a method</p>		AP		

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	<p>of categorisation of aerodromes and specify the requirements necessary for each of these categories. If the least demanding aerodromes are Category A, Category B and C would be applied to progressively more demanding aerodromes. The Operations Manual should specify the parameters which qualify an aerodrome to be considered Category A and then provide a list of those aerodrome categorised as B or C. 2.2 All aerodromes to which an operator operates should be categorised in one of these three categories. The operator's categorisation should be acceptable to the Authority. 3 Category A. An aerodrome which satisfies all of the following requirements: a. An approved instrument approach procedure; b. At least one runway with no performance limited procedure for take-off and/or landing; c. Published circling minima not higher than 1 000 feet above aerodrome level; and d. Night operations capability. 4 Category B. An aerodrome which does not satisfy the Category A requirements or which requires extra considerations such as: a. Non-standard approach aids and/or approach patterns; or b. Unusual local weather conditions; or c. Unusual characteristics or performance limitations; or d. Any other relevant considerations including obstructions, physical layout, lighting etc. 4.1 Prior to operating to a Category B aerodrome, the commander should be briefed, or self-briefed by means of programmed instruction, on the Category B aerodrome(s) concerned and should certify that he has carried out these instructions. 5 Category C. An aerodrome which requires additional considerations to a Category B aerodrome. 5.1 Prior to operating to a Category C aerodrome, the commander should be briefed and visit the aerodrome as an observer and/or undertake instruction in a Flight Simulator. This instruction should be certified by the operator. (a) An operator shall not operate an aeroplane for the purpose of commercial air transportation other than in accordance with OPS Part 1. For operations of Performance Class B aeroplanes, alleviated requirements can be found in Appendix 1 to OPS 1.005(a). (b) An operator shall comply with the applicable retroactive airworthiness requirements for aeroplanes operated for the purpose of commercial air transportation. (c) Each aeroplane shall be operated in compliance with the terms of its Certificate of Airworthiness and within the approved limitations contained in its Aeroplane Flight Manual. (d) All synthetic training devices (STD), such as flight simulators or flight training devices (FTD), replacing an aeroplane for training and/or checking purposes are to be qualified in accordance with the requirements applicable to</p>				

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	<p>synthetic training devices. An operator intending to use such STD must obtain approval from the Authority.</p> <p>For commercial air transport (CAT) operations, the experience of the route or area to be flown and of the aerodrome facilities and procedures to be used should include the following: (a) Area and route knowledge (1) Area and route training should include 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. (2) Depending on the complexity of the area or route, as assessed by the operator, the following methods of familiarisation should be used: (i) for the less complex areas or routes, familiarisation by self-briefing with route documentation, or by means of programmed instruction; and (ii) in addition, for the more complex areas or routes, in-flight familiarisation as a pilot-in-command/commander or co-pilot under supervision, observer, or familiarisation in a flight simulation training device (FSTD) using a database appropriate to the route concerned. (b) Aerodrome knowledge (1) Aerodrome training 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. (2) The operations manual should describe the method of categorisation of aerodromes and, in the case of CAT operations, provide a list of those aerodrome categorised as B or C. (3) All aerodromes to which an operator operates should be categorised in one of these three categories: (i) category A - an aerodrome that meets all of the following requirements: (A) an approved instrument approach procedure; (B) at least one runway with no performance limited procedure for take-off and/or landing; (C) published circling minima not higher than 1 000 ft above aerodrome level; and (D) night operations capability. (ii) category B - an aerodrome that does not meet the category A requirements or which requires extra considerations such as: (A) non-standard approach aids and/or approach patterns; (B) unusual local weather conditions; (C) unusual characteristics or performance limitations; or (D) any other relevant considerations including obstructions, physical layout, lighting etc. (iii) category C - an aerodrome that requires additional considerations to a category B aerodrome; (iv) offshore installations may be categorised as category B or C aerodromes,</p>				

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	taking into account the limitations determined in accordance with AMC2 CAT.OP.MPA.105 Use of aerodromes and operating sites. (c) Prior to operating to a: (1) category B aerodrome, the pilot-in-command/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 pilot-in-command/commander before departure on a flight involving category B aerodrome(s) as destination or alternate aerodromes. (2) category C aerodrome, the pilot-in-command/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. The FSTD 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.				
1.975 (b) and (d) AMC1 ORO.FC.105(c)	The period of validity of the route and aerodrome competence qualification shall be 12 calendar months in addition to the remainder of: (1) the month of qualification; or (2) the month of the latest operation on the route or to the aerodrome. If revalidated within the final three calendar months of the validity of the previous route and aerodrome competence qualification, the period of validity shall extend from the date of revalidation until 12 calendar months from the expiry date of that previous route and aerodrome competence qualification. ROUTE/AREA AND AERODROME 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) When the operation is undertaken within the last 3 calendar months of that period, the new 12-month period should be counted from the original expiry date.				
1.975 (c) AMC1 ORO.FC.105(c)	Route and aerodrome competence qualification shall be revalidated by operating on the route or to the aerodrome within the period of validity prescribed in subparagraph (b) above. ROUTE/AREA AND AERODROME 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) When the operation is				

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	undertaken within the last 3 calendar months of that period, the new 12-month period should be counted from the original expiry date.				
1.978 ORO.FC.A.245	<p>Alternative Training and Qualification Programme. (a) An operator, following a minimum of two years continuous operations, may substitute the training and checking requirements for flight crew specified in Appendix 1 to OPS 1.978(a) by an alternative training and Qualification programme (ATQP) approved by the Authority. The two years continuous operations may be reduced at the discretion of the Authority. (b) The ATQP must contain training and checking which establishes and maintains a level of proficiency demonstrated to be at least not less than the level of proficiency achieved by following the provisions of OPS 1.945, 1.965 and 1.970. The standard of flight crew training and qualification shall be established prior to the introduction of ATQP; the required ATQP training and qualification standards shall also be specified. (c) An operator applying for approval to implement an ATQP shall provide the Authority with an implementation plan in accordance with paragraph (c) of Appendix 1 to OPS 1.978. (d) In addition to the checks required by OPS 1.965 and 1.970 an operator shall ensure that each flight crew member undergoes a Line Orientated Evaluation (LOE). (1) The line orientated evaluation (LOE) shall be conducted in a simulator. The LOE may be undertaken with other approved ATQP training. (2) The period of validity of a LOE shall be 12 calendar months, in addition to the remainder of the month of issue. If issued within the final three calendar months of validity of a previous LOE the period of validity shall extend from the date of issue until 12 calendar months from the expiry date of that previous LOE.</p> <p>Alternative training and qualification programme. (a) The aeroplane operator having appropriate experience may substitute one or more of the following training and checking requirements for flight crew by an alternative training and qualification programme (ATQP), approved by the competent authority: (1) SPA.LVO.120 on flight crew training and qualifications; (2) conversion training and checking; (3) differences training and familiarisation training; (4) command course; (5) recurrent training and checking; and (6) operation on more than one type or variant. (b) The ATQP shall contain training and checking that establishes and maintains at least an equivalent level of proficiency achieved by complying with the provisions of ORO.FC.220 and ORO.FC.230. The level of flight crew training and qualification proficiency shall be demonstrated</p>		AP		

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	<p>prior to being granted the ATQP approval by the competent authority. (c) The operator applying for an ATQP approval shall provide the competent authority with an implementation plan, including a description of the level of flight crew training and qualification proficiency to be achieved. (d) In addition to the checks required by ORO.FC.230 and FCL.060 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011, each flight crew member shall complete a line oriented evaluation (LOE) conducted in an FSTD. The validity period of an LOE shall be 12 calendar months. The validity period shall be counted from the end of the month when the check was taken. When the LOE is undertaken within the last three months of the validity period, the new validity period shall be counted from the original expiry date. (e) After two years of operating with an approved ATQP, the operator may, with the approval of the competent authority, extend the validity periods of the checks in ORO.FC.230 as follows: (1) Operator proficiency check to 12 calendar months. The validity period shall be counted from the end of the month when the check was taken. When the check is undertaken within the last three months of the validity period, the new validity period shall be counted from the original expiry date. (2) Line check to 24 calendar months. The validity period shall be counted from the end of the month when the check was taken. When the check is undertaken within the last six months of the validity period, the new validity period shall be counted from the original expiry date. (3) Emergency and safety equipment checking to 24 calendar months. The validity period shall be counted from the end of the month when the check was taken. When the check is undertaken within the last six months of the validity period, the new validity period shall be counted from the original expiry date</p>				

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PART D 2.1.13 Low visibility operations – Training and Qualifications					
General					

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PART D 2.1.13.1 General - Low Visibility Operations					
1.435 Annex 1	REFERE TO RULE REFERE TO RULE				
1.005 (d) and 1.450 Appendix 1 (d)(2) ORO.FC.145(d)	<p>All synthetic training devices (STD), such as flight simulators or flight training devices (FTD), replacing an aeroplane for training and/or checking purposes are to be qualified in accordance with the requirements applicable to synthetic training devices. An operator intending to use such STD must obtain approval from the Authority. Flight simulator training and/or flight training. (i) A minimum of six (eight for HUDLS with or without EVS) approaches and/or landings in a flight simulator. The requirements for eight HUDLS approaches may be reduced to six when conducting Hybrid HUDLS operations. See subparagraph 4.(i) below. (ii) Where no Flight simulator is available to represent that specific aeroplane, a minimum of three (five for HUDLS and/or EVS) approaches including at least one go-around is required on the aeroplane. For Hybrid HUDLS operations a minimum of three approaches are required, including at least one go-around. (iii) Appropriate additional training if any special equipment is required such as headup displays or enhanced vision equipment. When approach operations utilising EVS are conducted with an RVR of less than 800m, a minimum of five approaches, including at least one go-around are required on the aeroplane.</p> <p>The FSTD 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</p>		AP		
1.440 Appendix 1 (b)(1) AMC1 SPA.LVO.105	<p>Operational demonstration. The purpose of the operational demonstration is to determine or validate the use and effectiveness of the applicable aircraft flight guidance systems, including HUDLS if appropriate, training, flight crew procedures, maintenance programme, and manuals applicable to the Category II/III programme being approved. At least 30 approaches and landings must be accomplished in operations using the Category II/III systems installed in each aircraft type if the requested DH is 50 ft or higher. If the DH is less than 50 ft, at least 100 approaches and landings will need to be accomplished unless otherwise approved by the Authority.</p> <p>The purpose of the operational demonstration should be to determine or validate the use and effectiveness of the applicable</p>		AP		

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	aircraft flight guidance systems, including HUDLS if appropriate, training, flight crew procedures, maintenance programme, and manuals applicable to the CAT II/III programme being approved. At least 30 approaches and landings should be accomplished in operations using the CAT II/III systems installed in each aircraft type if the requested DH is 50 ft or higher. If the DH is less than 50 ft, at least 100 approaches and landings should be accomplished.				
1.440 Appendix 1 (b)(2) AMC1 SPA.LVO.105	Operational demonstration. The purpose of the operational demonstration is to determine or validate the use and effectiveness of the applicable aircraft flight guidance systems, including HUDLS if appropriate, training, flight crew procedures, maintenance programme, and manuals applicable to the Category II/III programme being approved. If an operator has different variants of the same type of aircraft utilising the same basic flight control and display systems, or different basic flight control and display systems on the same type of aircraft, the operator must show that the various variants have satisfactory performance, but the operator need not conduct a full operational demonstration for each variant. The Authority may also accept a reduction of the number of approach and landings based on credit given for the experience gained by another operator with an AOC issued in accordance with OPS 1 using the same aeroplane type or variant and procedures. The purpose of the operational demonstration should be to determine or validate the use and effectiveness of the applicable aircraft flight guidance systems, including HUDLS if appropriate, training, flight crew procedures, maintenance programme, and manuals applicable to the CAT II/III programme being approved. If the operator has different variants of the same type of aircraft utilising the same basic flight control and display systems, or different basic flight control and display systems on the same type of aircraft, the operator should show that the various variants have satisfactory performance, but need not conduct a full operational demonstration for each variant. The number of approaches and landings may be based on credit given for the experience gained by another operator, using the same aeroplane type or variant and procedures.		AC		
1.450 (1) SPA.LVO.120	An operator shall ensure that, prior to conducting Low Visibility Take-Off, Lower than Standard Category I, Other than Standard Category II, Category II and III operations or approaches utilizing EVS Each flight crew member: (i) Completes the training and checking requirements prescribed in Appendix 1 including Flight simulator training in operating to the limiting values of RVR/CMV				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	and Decision Height appropriate to the operator's approval; and (ii) Is qualified in accordance with Appendix 1; The operator shall ensure that, prior to conducting an LVO: (a) each flight crew member: (1) complies with the training and checking requirements prescribed in the operations manual, including flight simulation training device (FSTD) training, in operating to the limiting values of RVR/VIS (visibility) and DH specific to the operation and the aircraft type; (2) is qualified in accordance with the standards prescribed in the operations manual; (b) the training and checking is conducted in accordance with a detailed syllabus				
1.450 (2) SPA.LVO.120	An operator shall ensure that, prior to conducting low visibility take-off, lower than Standard Category I, other than Standard Category II, Category II and III operations or approaches utilising EVS: The training and checking is conducted in accordance with a detailed syllabus approved by the Authority and included in the Operations Manual. This training is in addition to that prescribed in Subpart N; The operator shall ensure that, prior to conducting an LVO: (a) each flight crew member: (1) complies with the training and checking requirements prescribed in the operations manual, including flight simulation training device (FSTD) training, in operating to the limiting values of RVR/VIS (visibility) and DH specific to the operation and the aircraft type; (2) is qualified in accordance with the standards prescribed in the operations manual; (b) the training and checking is conducted in accordance with a detailed syllabus		AP		
1.450 (3) and 1.455 (b)(3) SPA.LVO.120 and SPA.LVO.125	An operator shall ensure that, prior to conducting low visibility take-off, lower than Standard Category I, other than Standard Category II, Category II and III operations or approaches utilising EVS: The flight crew qualification is specific to the operation and the aeroplane type. The commander shall satisfy himself/herself that: The flight crew members are properly qualified prior to commencing a low visibility take-off in an RVR of less than 150 m (Category A, B and C aeroplanes) or 200 m (Cat D aeroplanes), an approach utilising EVS, a lower than Standard Category I, an other than Standard Category II or a Category II or III approach. The operator shall ensure that, prior to conducting an LVO: (a) each flight crew member: (1) complies with the training and checking requirements prescribed in the operations manual, including flight simulation training device (FSTD) training, in operating to the limiting values of RVR/VIS (visibility) and DH specific to the operation and the aircraft type; (2) is qualified in				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	accordance with the standards prescribed in the operations manual; (b) the training and checking is conducted in accordance with a detailed syllabus. (a) The operator shall establish procedures and instructions to be used for LVOs. These procedures and instructions shall be included in the operations manual or procedures manual and contain the duties of flight crew members during taxiing, take-off, approach, flare, landing, rollout and missed approach operations, as appropriate. (b) Prior to commencing an LVO, the pilot-in-command/commander shall be satisfied that: (1) the status of the visual and non-visual facilities is sufficient; (2) appropriate LVPs are in force according to information received from air traffic services (ATS); (3) flight crew members are properly qualified.				
1.450 Appendix 1 (a) AMC1 SPA.LVO.120	<p>General: An operator must ensure that flight crew member training programmes for low visibility operations include structured courses of ground, flight simulator and/or flight training. The operator may abbreviate the course content as prescribed by subparagraphs 2 and 3 below provided the content of the abbreviated course is acceptable to the authority. 1. Flight crew members with no Category II or Category III experience must complete the full training programme prescribed in subparagraphs (b), (c) and (d) below. 2. Flight crew members with Category II or Category III experience with a similar type of operation (auto- coupled/auto-land, HUDLS/Hybrid HUDLS or EVS) or Category II with manual land if appropriate with another Community operator may undertake an: (i) abbreviated ground training course if operating a different type/class from that on which the previous Category II or Category III experience was gained; (ii) abbreviated ground, flight simulator and/or flight training course if operating the same type/class and variant of the same type or class on which the previous Category II or Category III experience was gained. The abbreviated course is to include at least the requirements of subparagraphs (d)1, (d)2(i) or (d)2(ii) as appropriate and (d)3(i). With the approval of the Authority, the operator may reduce the number of approaches/landings required by subparagraph (d)2(i) 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); and (B) operational procedures; (C) handling characteristics (See paragraph 4 below); as the previously operated type or class, otherwise the requirement of (d)2(i) has to be met in full; (D) use of HUDLS/hybrid HUDLS; (E) use of EVS.</p> <p>The operator should ensure that flight crew member training</p>		AC		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	programmes for LVO include structured courses of ground, FSTD and/or flight training. (1) Flight crew members with no CAT II or CAT III experience should complete the full training programme prescribed in (b), (c), and (d) below. (2) Flight crew members with CAT II or CAT III experience with a similar type of operation auto-coupled/auto-land, HUDLS/hybrid HUDLS or EVS) or CAT II with manual land, if appropriate, with another EU operator may undertake an: (i) 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; (ii) 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 the provisions of (d)(1), (d)(2)(i) or (d)(2)(ii) as appropriate and (d)(3)(i). The operator may reduce the number of approaches/landings required by (d)(2)(i) 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 EVS, as the previously operated type or class, otherwise the provisions of (d)(2)(i) should be met.				
1.455 Appendix 1 (a) Note 2 AMC1 SPA.LVO.120	Other forms of guidance systems or displays for LVO may be certificated and approved. REFERE TO RULE		AP		
1.450 Appendix 1 (a)(1) AMC1 SPA.LVO.120	Flight crew members with no Category II or Category III experience must complete the full training program prescribed in OPS 1.450 Appendix 1. Flight crew members with no CAT II or CAT III experience should complete the full training programme prescribed in (b), (c), and (d) below.		AC		
1.450 Appendix 1 (a)(2)(ii) AMC1 SPA.LVO.120	General: An operator must ensure that flight crew member training programmes for low visibility operations include structured courses of ground, flight simulator and/or flight training. The operator may abbreviate the course content as prescribed by subparagraphs 2 and 3 below provided the content of the abbreviated course is acceptable to the authority. Flight crew members with Category II or Category III experience with a similar type of operation (auto-coupled/auto-land, HUDLS/Hybrid HUDLS or EVS) or Category II with manual land if appropriate with another Community operator may undertake an: abbreviated ground, flight simulator and/or flight training course if operating the same type/class and variant of the		AP		

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	<p>same type or class on which the previous Category II or Category III experience was gained. The abbreviated course is to include at least the requirements of subparagraphs (d)1, (d)2(i) or (d)2(ii) as appropriate and (d)3(i). With the approval of the Authority, the operator may reduce the number of approaches/landings required by subparagraph (d)2(i) 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); and (B) operational procedures; (C) handling characteristics (See paragraph 4 below); as the previously operated type or class, otherwise the requirement of (d)2(i) has to be met in full; (D) use of HUDLS/hybrid HUDLS; (E) use of EVS.</p> <p>The operator should ensure that flight crew member training programmes for LVO include structured courses of ground, FSTD and/or flight 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 the provisions of (d)(1), (d)(2)(i) or (d)(2)(ii) as appropriate and (d)(3)(i). The operator may reduce the number of approaches/landings required by (d)(2)(i) 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 EVS, as the previously operated type or class, otherwise the provisions of (d)(2)(i) should be met.</p>				
<p>1.450 Appendix 1 (a)(3) AMC1 SPA.LVO.120</p>	<p>Flight crew members with Category II or Category III experience with the operator may undertake an abbreviated ground, Flight simulator and/or flight training course. The abbreviated course when changing: (i) aeroplane type/class is to include at least the requirements of subparagraphs (d)1, (d)2(i) or (d)2(ii) as appropriate and (d)3(i); (ii) to a different variant of aeroplane within the same type or class rating that has the same or similar: (A) level of technology — flight control/guidance system (FGS); and (B) operational procedures — integrity; (C) handling characteristics (See paragraph 4 below); (D) use of HUDLS/Hybrid HUDLS; (E) use of EVS as the previously operated type or class, then a difference course or familiarisation appropriate to the change of variant fulfils the abbreviated course requirements; (iii) to a different variant of aeroplane within the same type or class rating that has a significantly different: (A) level of technology — flight control/guidance system (FGS); and (B) operational procedures —</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>integrity; (C) handling characteristics (See paragraph 4 below); (D) use of HUDLS/Hybrid HUDLS; (E) use of EVS then the requirements of subparagraphs (d)1, (d)2(i) or (d)2(ii) as appropriate and (d)3(i) shall be fulfilled. With the approval of the Authority the operator may reduce the number of approaches/landings required by subparagraph (d)2(i).</p> <p>Flight crew members with CAT II or CAT III experience with the operator may undertake an abbreviated ground, FSTD and/or flight training course. (i) When changing aircraft type or class, the abbreviated course should include at least the provisions of (d)(1), (d)(2)(i) or (d)(2)(ii) as appropriate and (d)(3)(i). (ii) 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 EVS, as the previously operated type or class, a difference course or familiarisation appropriate to the change of variant should fulfil the abbreviated course provisions. (iii) When changing to a different variant of aircraft within the same type or class rating that has a significantly different: (A) level of technology - FGS; (B) operating procedures - integrity; (C) handling characteristics; (D) use of HUDLS/Hybrid HUDLS; or (E) use of EVS, the provisions of (d)(1), (d)(2)(i) or (d)(2)(ii) as appropriate and (d)(3)(i) should be fulfilled.</p>				
<p>1.450 Appendix 1 (a)(4) AMC1 SPA.LVO.120</p>	<p>An operator must ensure when undertaking Category II or Category III operations with different variant(s) of aeroplane within the same type or class rating that the differences and/or similarities of the aeroplanes concerned justify such operations, taking account at least the following: (i) the level of technology, including the: (A) FGS and associated displays and controls; (B) the Flight Management System and its integration or not with the FGS; (C) use of HUD/HUDLS with hybrid systems and/or EVS; (ii) operational procedures, including: (A) fail-passive/fail-operational, alert height; (B) manual landing/automatic landing; (C) no decision height operations; (D) use of HUD/HUDLS with hybrid systems; (iii) handling characteristics, including: (A) manual landing from automatic HUDLS and/or EVS guided approach; (B) manual go-around from automatic approach; (C) automatic/manual roll out.</p> <p>The operator should ensure when undertaking CAT II or CAT III operations with different variant(s) of aircraft within the same type or class rating that the differences and/or similarities of the aircraft concerned justify such operations, taking into account at least the following: (i) the level of technology, including the: (A) FGS and</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	associated displays and controls; (B) FMS and its integration or not with the FGS; and (C) use of HUD/HUDLS with hybrid systems and/or EVS; (ii) operating procedures, including: (A) fail-passive / fail-operational, alert height; (B) manual landing / automatic landing; (C) no DH operations; and (D) use of HUD/HUDLS with hybrid systems; (iii) handling characteristics, including: (A) manual landing from automatic HUDLS and/or EVS guided approach; (B) manual missed approach procedure from automatic approach; and (C) automatic/manual rollout.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.13.2 Initial ground training course for Low Visibility Operations					
1.450 Appendix 1 (b)(1) AMC1 SPA.LVO.120	Ground training. An operator must ensure that the initial ground training course for low visibility operations covers at least: The characteristics and limitations of the ILS and/or MLS. The initial ground training course for LVO should include characteristics and limitations of the ILS and/or MLS.				
1.450 Appendix 1 (b)(2) AMC1 SPA.LVO.120	Ground training. An operator must ensure that the initial ground training course for low visibility operations covers at least: The characteristics of the visual aids. The initial ground training course for LVO should include characteristics of the visual aids.				
1.450 Appendix 1 (b)(3) AMC1 SPA.LVO.120	Ground training. An operator must ensure that the initial ground training course for low visibility operations covers at least: The characteristics of fog. The initial ground training course for LVO should include characteristics of fog.				
1.450 Appendix 1 (b)(4) AMC1 SPA.LVO.120	Ground training. An operator must ensure that the initial ground training course for low visibility operations covers at least: The operational capabilities and limitations of the particular airborne system to include HUD symbology and EVS characteristics if appropriate. The initial ground training course for LVO should include operational capabilities and limitations of the particular airborne system to include HUD symbology and EVS characteristics, if appropriate.				
1.450 Appendix 1 (b)(5) AMC1 SPA.LVO.120	Ground training. An operator must ensure that the initial ground training course for low visibility operations covers at least: The effects of precipitation, ice accretion, low level wind shear and turbulence. The initial ground training course for LVO should include effects of precipitation, ice accretion, low level wind shear and turbulence.				
1.450 Appendix 1 (b)(6) AMC1 SPA.LVO.120	Ground training. An operator must ensure that the initial ground training course for low visibility operations covers at least: The effect of specific aeroplane/system malfunctions. The initial ground training course for LVO should include effect of specific aircraft/system malfunctions.				
1.450 Appendix 1 (b)(7) AMC1 SPA.LVO.	Ground training. An operator must ensure that the initial ground training course for low visibility operations covers at least: The use and limitations of RVR assessment systems.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
120	The initial ground training course for LVO should include use and limitations of RVR assessment systems.				
1.450 Appendix 1 (b)(8) AMC1 SPA.LVO.120	Ground training. An operator must ensure that the initial ground training course for low visibility operations covers at least: The principles of obstacle clearance requirements. The initial ground training course for LVO should include principles of obstacle clearance requirements.				
1.450 Appendix 1 (b)(9) AMC1 SPA.LVO.120	Ground training. An operator must ensure that the initial ground training course for low visibility operations covers at least: Recognition of and action to be taken in the event of failure of ground equipment. The initial ground training course for LVO should include recognition of and action to be taken in the event of failure of ground equipment.				
1.450 Appendix 1 (b)(10) AMC1 SPA.LVO.120	Ground training. An operator must ensure that the initial ground training course for low visibility operations covers at least: The procedures and precautions to be followed 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 (200 m for Category D aeroplanes). The initial ground training course for LVO should include procedures and precautions to be followed 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 (200 m for category D aeroplanes).				
1.450 Appendix 1 (b)(11) AMC1 SPA.LVO.120	Ground training. An operator must ensure that the initial ground training course for low visibility operations covers at least: The significance of decision heights based upon radio altimeters and the effect of terrain profile in the approach area on radio altimeter readings and on the automatic approach/landing systems. The initial ground training course for LVO should include significance of DHs based upon radio altimeters and the effect of terrain profile in the approach area on radio altimeter readings and on the automatic approach/landing systems.				
1.450 Appendix 1 (b)(12) AMC1 SPA.LVO.120	Ground training. An operator must ensure that the initial ground training course for low visibility operations covers at least: The importance and significance of Alert Height if applicable and the action in the event of any failure above and below the Alert Height. The initial ground training course for LVO should include importance and significance of alert height, if applicable, and the action in the event of any failure above and below the alert height.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.450 Appendix 1 (b)(13) AMC1 SPA.LVO.120	Ground training. An operator must ensure that the initial ground training course for low visibility operations covers at least: The qualification requirements for pilots to obtain and retain approval to conduct Low Visibility Take-offs and Category II or III operations. The initial ground training course for LVO should include qualification requirements for pilots to obtain and retain approval to conduct LVOs.				
1.450 Appendix 1 (b)(14) AMC1 SPA.LVO.120	Ground training. An operator must ensure that the initial ground training course for low visibility operations covers at least: The importance of correct seating and eye position. The initial ground training course for LVO should include importance of correct seating and eye position.				

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PART D 2.1.13.3 Flight Simulator training and/or flight training					
1.450 Appendix 1 (c)(1)(i) AMC1 SPA.LVO.120	An operator must ensure that Flight Simulator and/or flight training for Low Visibility Operations includes checks of satisfactory functioning of equipment, both on the ground and in flight. FSTD and/or flight training for LVO should include at least checks of satisfactory functioning of equipment, both on the ground and in flight.				
1.450 Appendix 1 (c)(1)(ii) AMC1 SPA.LVO.120	An operator must ensure that Flight Simulator and/or flight training for Low Visibility Operations includes effect on minima caused by changes in the status of ground installations. FSTD and/or flight training for LVO should include at least effect on minima caused by changes in the status of ground installations.				
1.450 Appendix 1(c)(1)(iii) AMC1 SPA.LVO.120	An operator must ensure that Flight Simulator and/or flight training for Low Visibility Operations includes 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/EVS guidance status and annunciators as appropriate, to include head down displays; FSTD and/or flight training for LVO should include at least 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/EVS guidance status and annunciators as appropriate, to include head-down displays.				
1.450 Appendix 1 (c)(1)(iv) AMC1 SPA.LVO.120	An operator must ensure that flight simulator and/or flight training for low visibility operations includes: Actions to be taken in the event of failures such as engines, electrical systems, hydraulics or flight control systems. FSTD and/or flight training for LVO should include at least actions to be taken in the event of failures such as engines, electrical systems, hydraulics or flight control systems.				
1.450 Appendix 1 (c)(1)(v) AMC1 SPA.LVO.120	An operator must ensure that flight simulator and/or flight training for low visibility operations includes: The effect of known unserviceabilities and use of minimum equipment lists. FSTD and/or flight training for LVO should include at least the effect of known unserviceabilities and use of MELs.				
1.450 Appendix 1 (c)(1)(vi) AMC1 SPA.LVO.	An operator must ensure that flight simulator and/or flight training for low visibility operations includes: Operating limitations resulting from airworthiness certification.				

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120	FSTD and/or flight training for LVO should include at least operating limitations resulting from airworthiness certification.				
1.450 Appendix 1 (c) (1)(vii) AMC1 SPA.LVO.120	An operator must ensure that flight simulator and/or flight training for low visibility operations includes: Guidance on the visual cues required at decision height together with information on maximum deviation allowed from glide path or localizer. FSTD and/or flight training for LVO should include at least guidance on the visual cues required at DH together with information on maximum deviation allowed from glide path or localiser.				
1.450 Appendix 1 (c) (1)(viii) AMC1 SPA.LVO.120	An operator must ensure that flight simulator and/or flight training for low visibility operations includes: The importance and significance of Alert Height if applicable and the action in the event of any failure above and below the Alert Height. FSTD and/or flight training for LVO should include at least the importance and significance of alert height if applicable and the action in the event of any failure above and below the alert height.				
1.450 Appendix 1 (c) (4) AMC1 SPA.LVO.120	Incapacitation procedures appropriate to Low Visibility Take-offs and Category II and III operations shall be practiced. Incapacitation procedures appropriate to LVTO, CAT II and CAT III operations should be practised.				
1.450 Appendix 1 (c) (2) AMC1 SPA.LVO.120	An operator must ensure that each flight crew member is trained to carry out his/her duties and instructed on the coordination required with other crew members. Maximum use should be made of flight simulators. Flight crew members 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.				
1.450 Appendix 1 (c) (3) AMC1 SPA.LVO.120	Training must be divided into phases covering normal operation with no aeroplane or equipment failures but including all weather conditions which may be encountered and detailed scenarios of aeroplane and equipment failure which could affect Category II or III operations. If the aeroplane system involves the use of hybrid or other special systems (such as HUD/HUDLS or enhanced vision equipment) then flight crew members must practise the use of these systems in normal and abnormal modes during the flight simulator phase of 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				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	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 flight crew members should practise the use of these systems in normal and abnormal modes during the FSTD phase of training.				
1.450 Appendix 1 (c)(5) and 1.005 (d) AMC1 SPA.LVO.120 and ORO.FC.145(d)	<p>For aeroplanes with no flight simulator available to represent that specific aeroplane operators must ensure that the flight training phase specific to the visual scenarios of Category II operations is conducted in a specifically approved flight simulator. Such training must include a minimum of four approaches. The training and procedures that are type specific shall be practised in the aeroplane. All synthetic training devices (STD), such as flight simulators or flight training devices (FTD), replacing an aeroplane for training and/or checking purposes are to be qualified in accordance with the requirements applicable to synthetic training devices. An operator intending to use such STD must obtain approval from the Authority.</p> <p>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 four approaches. Thereafter, the training and procedures that are type specific should be practised in the aircraft. The FSTD 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.</p>		AP		
1.450 Appendix 1 (c)(5) AMC1 SPA.LVO.120	<p>For aeroplanes with no flight simulator available to represent that specific aeroplane operators must ensure that the flight training phase specific to the visual scenarios of Category II operations is conducted in a specifically approved flight simulator. Such training must include a minimum of four approaches. The training and procedures that are type specific shall be practised in the aeroplane.</p> <p>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 four approaches. Thereafter, the training and procedures that are type specific should be practised in the aircraft.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.450 Appendix 1 (c) (8) AMC1 SPA.LVO.120	The training programme must provide practice in handling faults which require a reversion to higher minima. The training programme should provide practice in handling faults which require a reversion to higher minima.				
1.450 Appendix 1 (c)(10) AMC1 SPA.LVO.120	Where take-offs are conducted in RVRs of 400 m and below, training must be established to cover systems failures and engine failure resulting in continued as well as rejected take-offs. Where take-offs are conducted in RVRs of 400 m and below, training should be established to cover systems failures and engine failure resulting in continued as well as rejected take-offs.				

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PART D 2.1.13.3.1 Flight Simulator training and/or flight training for Initial Category II and III training					
1.450 Appendix 1 (c)(6)(i) AMC1 SPA.LVO.120	Initial Category II and III training shall include at least the following exercises: Approach using the appropriate flight guidance, autopilots and control systems installed in the aeroplane, to the appropriate decision height and to include transition to visual flight and landing. Initial CAT II and III training should include exercises 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.				
1.450 Appendix 1 (c)(6)(ii) AMC1 SPA.LVO.120	Initial Category II and III training shall include at least the following exercises: Approach with all engines operating using the appropriate flight guidance systems, autopilots, HUDLS and/or EVS and control systems installed in the aeroplane down to the appropriate decision height followed by missed approach; all without external visual reference. Initial CAT II and III training should include 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.				
1.450 Appendix 1 (c)(6)(iii) AMC1 SPA.LVO.120	Initial Category II and III training shall include at least the following exercises: Where appropriate, approaches utilizing automatic flight systems to provide automatic flare, landing and roll-out. Initial CAT II and III training should include where appropriate, approaches utilising automatic flight systems to provide automatic flare, hover, landing and rollout.				
1.450 Appendix 1 (c)(6)(iv) AMC1 SPA.LVO.120	Initial Category II and III training shall include at least the following exercises: Normal operation of the applicable system both with and without acquisition of visual cues at decision height. Initial CAT II and III training should include normal operation of the applicable system both with and without acquisition of visual cues at DH.				
1.450 Appendix 1 (c)(8) AMC1 SPA.LVO.120	The training program must provide practice in handling faults which require a reversion to higher minima. The training programme should provide practice in handling faults which require a reversion to higher minima.				
1.450 Appendix 1 (c)(9)	The training program must include the handling of the aeroplane when, during a fail passive Category III approach, the fault causes				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
AMC1 SPA.LVO.120	<p>the autopilot to disconnect at or below decision height when the last reported RVR is 300 m or less.</p> <p>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.</p>				
1.450 Appendix 1 (c)(11) AMC1 SPA.LVO.120	<p>The training programme must include, where appropriate, approaches where failures of the HUDLS and/or EVS 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 decision height or below, including those which may result in a touchdown on the runway.</p> <p>The training programme should include, where appropriate, approaches where failures of the HUDLS and/or EVS 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.</p>				
1.450 Appendix 1 (c)(12) AMC1 SPA.LVO.120	<p>An operator shall ensure that when undertaking Low Visibility Take-off; Lower than Standard Category I, Other than Standard Category II, and Category II and III Operations utilizing a HUD/HUDLS or Hybrid HUD/HUDLS or an EVS, that the training and checking program includes, where appropriate, the use of the HUD/HUDLS in normal operations during all phases of flight.</p> <p>When undertaking LVTO, LTS CAT I, OTS CAT II, CAT II and CAT III operations utilising a HUD/HUDLS, hybrid HUD/HUDLS or an EVS, the training and checking programme should include, where appropriate, the use of the HUD/HUDLS in normal operations during all phases of flight.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.13.3.2 Flight Simulator training and/or flight training for subsequent phases of training					
1.450 Appendix 1 (c)(7)(i) AMC1 SPA.LVO.120	Subsequent phases of training must include at least: Approaches with engine failure at various stages on the approach. Subsequent phases of training should include at least: (i) approaches with engine failure at various stages on the approach				
1.450 Appendix 1 (c)(7)(ii) AMC1 SPA.LVO.120	Subsequent phases of training must include at least: Approaches with critical equipment failures (e.g. electrical systems, auto flight systems, ground and/or airborne ILS/MLS systems and status monitors). Subsequent phases of training should include at least approaches where failures of auto flight equipment and/or HUD/HUDLS/EVS 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;				
1.450 Appendix 1 (c)(7)(iii)(A) AMC1 SPA.LVO.120	Subsequent phases of training must include at least: approaches where failures of auto flight equipment and/or HUD/HUDLS/EVS at low level require reversion to manual flight to control flare, landing and roll out or missed approach; Subsequent phases of training should include at least approaches where failures of auto flight equipment and/or HUD/HUDLS/EVS at low level require either: (A) reversion to manual flight to control flare, hover, landing and rollout or missed approach;				
1.450 Appendix 1 (c)(7)(iii)(B) AMC1 SPA.LVO.120	Subsequent phases of training must include at least: Approaches where failures of auto flight equipment and/or HUD/HUDLS/EVS at low level require Reversion to manual flight or a downgraded automatic mode to control missed approaches from, at or below decision height including those which may result in a touchdown on the runway. Subsequent phases of training should include at least approaches where failures of auto flight equipment and/or HUD/HUDLS/EVS at low level require 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				
1.450 Appendix 1 (c)(7)(iv) AMC1 SPA.LVO.120	Subsequent phases of training must include at least: failures of the systems which will result in excessive localiser and/or glide slope deviation, both above and below decision height, in the minimum visual conditions authorised for the operation. In addition, a continuation to a manual landing must be practised if a head-up				

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	display forms a downgraded mode of the automatic system or the head-up display forms the only flare mode Subsequent phases of training should include at least: 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				
1.450 Appendix 1 (c)(7)(v) AMC1 SPA.LVO.120	Subsequent phases of training must include at least failures and procedures specific to aeroplane type or variant. Subsequent phases of training should include at least failures and procedures specific to aircraft type or variant.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.13.4 Conversion Training Requirements to conduct Low Visibility Take-off, Category II and III Operations					
1.450 Appendix 1 (d) AMC1 SPA.LVO.120	<p>Conversion training requirements to conduct low visibility take-off, lower than Standard Category I, other than Standard Category II, approach utilising EVS and Category II and III Operations. An operator shall ensure that each flight crew member completes the following low visibility procedures training if converting to a new type/class or variant of aeroplane in which low visibility take-off, lower than Standard Category I, Other than Standard Category II, Approach utilising EVS with an RVR of 800m or less and Category II and III Operations will be conducted. The flight crew member experience requirements to undertake an abbreviated course are prescribed in subparagraphs (a)2, (a)3 and (a)4, above: 1. Ground Training. The appropriate requirements prescribed in subparagraph (b) above, taking into account the flight crew member's Category II and Category III training and experience. 2. Flight simulator training and/or flight training. (i) A minimum of six (eight for HUDLS with or without EVS) approaches and/or landings in a flight simulator. The requirements for eight HUDLS approaches may be reduced to six when conducting Hybrid HUDLS operations. See subparagraph 4.(i) below. (ii) Where no Flight simulator is available to represent that specific aeroplane, a minimum of three (five for HUDLS and/or EVS) approaches including at least one go-around is required on the aeroplane. For Hybrid HUDLS operations a minimum of three approaches are required, including at least one go-around. (iii) Appropriate additional training if any special equipment is required such as headup displays or enhanced vision equipment. When approach operations utilising EVS are conducted with an RVR of less than 800m, a minimum of five approaches, including at least one go-around are required on the aeroplane. 3. Flight crew qualification. The flight crew qualification requirements are specific to the operator and the type of aeroplane operated. (i) The operator must ensure that each flight crew member completes a check before conducting Category II or III operations. (ii) The check prescribed in subparagraph (i) above may be replaced by successful completion of the flight simulator and/or flight training prescribed in subparagraph (d)2. above. Line flying under supervision. An operator must ensure that each flight crew member undergoes the following line flying under supervision (LIFUS): (i) for Category II when a manual landing or a HUDLS approach to touchdown is required, a minimum of: (A) three landings from autopilot disconnect; (B) four landings with HUDLS used to</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>touchdown; except that only one manual landing (two using HUDLS to touchdown) is required when the training required in subparagraph (d)2 above has been carried out in a flight simulator qualified for zero flight time conversion. (ii) For Category III, a minimum of two auto lands except that: (A) only 1 autoland is required when the training required in subparagraph (d)2. above has been carried out in a flight simulator qualified for zero flight time conversion; (B) no autoland is required during LIFUS when the training required in subparagraph (d)2 above has been carried out in a flight simulator qualified for zero flight time (ZFT) conversion and the flight crew member successfully completed the ZFT type rating conversion course; (C) the flight crew member, trained and qualified in accordance with paragraph (B) above, is qualified to operate during the conduct of LIFUS to the lowest approved DA(H) and RVR as stipulated in the Operations Manual.(iii) For Category III approaches using HUDLS to touchdown a minimum of four approaches.</p> <p>CONVERSION TRAINING. (d) Flight crew members should complete the following low visibility procedures (LVPs) training if converting to a new type or class or variant of aircraft in which LVTO, LTS CAT I, OTS CAT II, approach operations utilising EVS with an RVR of 800 m or less and CAT II and CAT III operations will be conducted. Conditions for abbreviated courses are prescribed in (a)(2), (a)(3) and (a)(4). (1) Ground training The appropriate provisions are as prescribed in (b), taking into account the flight crew member's CAT II and CAT III training and experience. (2) FSTD training and/or flight training (i) A minimum of six, respectively eight for HUDLS with or without EVS, approaches and/or landings in an FSTD. The provisions for eight HUDLS approaches may be reduced to six when conducting hybrid HUDLS operations. (ii) Where no FSTD is available to represent that specific aircraft, a minimum of three, respectively five for HUDLS and/or EVS, approaches including at least one missed approach procedure is required on the aircraft. For hybrid HUDLS operations a minimum of three approaches is required, including at least one missed approach procedure. (iii) Appropriate additional training if any special equipment is required such as head-up displays or enhanced vision equipment. When approach operations utilising EVS are conducted with an RVR of less than 800 m, a minimum of five approaches, including at least one missed approach procedure are required on the aircraft. (3) Flight crew qualification The flight crew qualification provisions are specific to the operator and the</p>				

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	type of aircraft operated. (i) The operator should ensure that each flight crew member completes a check before conducting CAT II or III operations. (ii) The check specified in (d)(3)(i) may be replaced by successful completion of the FSTD and/or flight training specified in (d)(2). (4) Line flying under supervision Flight crew member should undergo the following line flying under supervision (LIFUS): (i) 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 training required in (d)(2) has been carried out in an FSTD qualified for zero flight time conversion. (ii) For CAT III, a minimum of two auto-lands, except that: (A) only one auto-land is required when the training required in (d)(2) has been carried out in an FSTD qualified for zero flight time conversion; (B) no auto-land is required during LIFUS when the training required in (d)(2) 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. (iii) For CAT III approaches using HUDLS to touchdown, a minimum of four approaches.				
1.450 Appendix 1 (d) AMC1 SPA.LVO.120	Conversion training requirements to conduct low visibility take-off, lower than Standard Category I, other than Standard Category II, approach utilising EVS and Category II and III Operations. An operator shall ensure that each flight crew member completes the following low visibility procedures training if converting to a new type/class or variant of aeroplane in which low visibility take-off, lower than Standard Category I, Other than Standard Category II, Approach utilising EVS with an RVR of 800m or less and Category II and III Operations will be conducted. The flight crew member experience requirements to undertake an abbreviated course are prescribed in subparagraphs (a)2, (a)3 and (a)4, above: 1. Ground Training. The appropriate requirements prescribed in subparagraph (b) above, taking into account the flight crew member's Category II and Category III training and experience. 2. Flight simulator training and/or flight training. (i) A minimum of six (eight for HUDLS with or without EVS) approaches and/or landings in a flight simulator. The requirements for eight HUDLS approaches may be reduced to six when conducting Hybrid HUDLS operations. See subparagraph 4.				

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	<p>(i) below. (ii) Where no Flight simulator is available to represent that specific aeroplane, a minimum of three (five for HUDLS and/or EVS) approaches including at least one go-around is required on the aeroplane. For Hybrid HUDLS operations a minimum of three approaches are required, including at least one go-around. (iii) Appropriate additional training if any special equipment is required such as headup displays or enhanced vision equipment. When approach operations utilising EVS are conducted with an RVR of less than 800m, a minimum of five approaches, including at least one go-around are required on the aeroplane. 3. Flight crew qualification. The flight crew qualification requirements are specific to the operator and the type of aeroplane operated. (i) The operator must ensure that each flight crew member completes a check before conducting Category II or III operations. (ii) The check prescribed in subparagraph (i) above may be replaced by successful completion of the flight simulator and/or flight training prescribed in subparagraph (d)2. above. Line flying under supervision. An operator must ensure that each flight crew member undergoes the following line flying under supervision (LIFUS): (i) for Category II when a manual landing or a HUDLS approach to touchdown is required, a minimum of: (A) three landings from autopilot disconnect; (B) four landings with HUDLS used to touchdown; except that only one manual landing (two using HUDLS to touchdown) is required when the training required in subparagraph (d)2 above has been carried out in a flight simulator qualified for zero flight time conversion. (ii) For Category III, a minimum of two auto lands except that: (A) only 1 autoland is required when the training required in subparagraph (d)2. above has been carried out in a flight simulator qualified for zero flight time conversion; (B) no autoland is required during LIFUS when the training required in subparagraph (d)2 above has been carried out in a flight simulator qualified for zero flight time (ZFT) conversion and the flight crew member successfully completed the ZFT type rating conversion course; (C) the flight crew member, trained and qualified in accordance with paragraph (B) above, is qualified to operate during the conduct of LIFUS to the lowest approved DA(H) and RVR as stipulated in the Operations Manual.(iii) For Category III approaches using HUDLS to touchdown a minimum of four approaches.</p> <p>CONVERSION TRAINING. (d) Flight crew members should complete the following low visibility procedures (LVPs) training if converting to a new type or class or variant of aircraft in which</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>LVTO, LTS CAT I, OTS CAT II, approach operations utilising EVS with an RVR of 800 m or less and CAT II and CAT III operations will be conducted. Conditions for abbreviated courses are prescribed in (a)(2), (a)(3) and (a)(4). (1) Ground training The appropriate provisions are as prescribed in (b), taking into account the flight crew member's CAT II and CAT III training and experience. (2) FSTD training and/or flight training (i) A minimum of six, respectively eight for HUDLS with or without EVS, approaches and/or landings in an FSTD. The provisions for eight HUDLS approaches may be reduced to six when conducting hybrid HUDLS operations. (ii) Where no FSTD is available to represent that specific aircraft, a minimum of three, respectively five for HUDLS and/or EVS, approaches including at least one missed approach procedure is required on the aircraft. For hybrid HUDLS operations a minimum of three approaches is required, including at least one missed approach procedure. (iii) Appropriate additional training if any special equipment is required such as head-up displays or enhanced vision equipment. When approach operations utilising EVS are conducted with an RVR of less than 800 m, a minimum of five approaches, including at least one missed approach procedure are required on the aircraft. (3) Flight crew qualification The flight crew qualification provisions are specific to the operator and the type of aircraft operated. (i) The operator should ensure that each flight crew member completes a check before conducting CAT II or III operations. (ii) The check specified in (d)(3)(i) may be replaced by successful completion of the FSTD and/or flight training specified in (d)(2). (4) Line flying under supervision Flight crew member should undergo the following line flying under supervision (LIFUS): (i) 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 training required in (d)(2) has been carried out in an FSTD qualified for zero flight time conversion. (ii) For CAT III, a minimum of two auto-lands, except that: (A) only one auto-land is required when the training required in (d)(2) has been carried out in an FSTD qualified for zero flight time conversion; (B) no auto-land is required during LIFUS when the training required in (d)(2) 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</p>				

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	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. (iii) For CAT III approaches using HUDLS to touchdown, a minimum of four approaches.				
1.450 Appendix 1 (d)(1) AMC1 SPA.LVO.120	<p>Conversion training requirements to conduct low visibility take-off, lower than Standard Category I, other than Standard Category II, approach utilising EVS and Category II and III Operations. An operator shall ensure that each flight crew member completes the following low visibility procedures training if converting to a new type/class or variant of aeroplane in which low visibility take-off, lower than Standard Category I, Other than Standard Category II, Approach utilising EVS with an RVR of 800m or less and Category II and III Operations will be conducted. The flight crew member experience requirements to undertake an abbreviated course are prescribed in subparagraphs (a)2, (a)3 and (a)4, above: 1. Ground Training. The appropriate requirements prescribed in subparagraph (b) above, taking into account the flight crew member's Category II and Category III training and experience.</p> <p>Flight crew members should complete the following low visibility procedures (LVPs) training if converting to a new type or class or variant of aircraft in which LVTO, LTS CAT I, OTS CAT II, approach operations utilising EVS with an RVR of 800 m or less and CAT II and CAT III operations will be conducted. Conditions for abbreviated courses are prescribed in (a)(2), (a)(3) and (a)(4). (1) Ground training. The appropriate provisions are as prescribed in (b), taking into account the flight crew member's CAT II and CAT III training and experience.</p>				
1.450 Appendix 1 (d)(2)(i) AMC1 SPA.LVO.120	<p>Flight simulator training and/or flight training. (i) A minimum of six (eight for HUDLS with or without EVS) approaches and/or landings in a flight simulator. The requirements for eight HUDLS approaches may be reduced to six when conducting Hybrid HUDLS operations. See subparagraph 4.(i) below.</p> <p>FSTD training and/or flight training. (i) A minimum of six, respectively eight for HUDLS with or without EVS, approaches and/or landings in an FSTD. The provisions for eight HUDLS approaches may be reduced to six when conducting hybrid HUDLS operations.</p>				
1.450 Appendix 1 (d)(2)(ii) AMC1 SPA.LVO.120	Flight simulator training and/or flight training. Where no Flight simulator is available to represent that specific aeroplane, a minimum of three (five for HUDLS and/or EVS) approaches including at least one go-around is required on the aeroplane. For Hybrid HUDLS operations a minimum of three approaches are				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	required, including at least one go-around. FSTD training and/or flight training. Where no FSTD is available to represent that specific aircraft, a minimum of three, respectively five for HUDLS and/or EVS, approaches including at least one missed approach procedure is required on the aircraft. For hybrid HUDLS operations a minimum of three approaches is required, including at least one missed approach procedure.				
1.450 Appendix 1 (d)(2)(iii) AMC1 SPA.LVO.120	Flight simulator training and/or flight training. Appropriate additional training if any special equipment is required such as headup displays or enhanced vision equipment. When approach operations utilising EVS are conducted with an RVR of less than 800m, a minimum of five approaches, including at least one go-around are required on the aeroplane. FSTD training and/or flight training. Appropriate additional training if any special equipment is required such as head-up displays or enhanced vision equipment. When approach operations utilising EVS are conducted with an RVR of less than 800 m, a minimum of five approaches, including at least one missed approach procedure are required on the aircraft.				
1.450 Appendix 1 (d)(3)(i) AMC1 SPA.LVO.120	Flight crew qualification. The flight crew qualification requirements are specific to the operator and the type of aeroplane operated. (i) The operator must ensure that each flight crew member completes a check before conducting Category II or III operations. Flight crew qualification. The flight crew qualification provisions are specific to the operator and the type of aircraft operated. (i) The operator should ensure that each flight crew member completes a check before conducting CAT II or III operations.				
1.450 Appendix 1 (d)(3)(ii) AMC1 SPA.LVO.120	Flight crew qualification. The flight crew qualification requirements are specific to the operator and the type of aeroplane operated. The check prescribed in subparagraph (i) above may be replaced by successful completion of the flight simulator and/or flight training prescribed in subparagraph (d)2. above. Flight crew qualification. The flight crew qualification provisions are specific to the operator and the type of aircraft operated. The check specified in (d)(3)(i) may be replaced by successful completion of the FSTD and/or flight training specified in (d)(2).				
1.450 Appendix 1 (d)(4)(i) AMC1 SPA.LVO.120	Line flying under supervision. An operator must ensure that each flight crew member undergoes the following line flying under supervision (LIFUS): (i) for Category II when a manual landing or a HUDLS approach to touchdown is required, a minimum of: (A) three landings from autopilot disconnect; (B) four landings with				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>HUDLS used to touchdown; except that only one manual landing (two using HUDLS to touchdown) is required when the training required in subparagraph (d)2 above has been carried out in a flight simulator qualified for zero flight time conversion</p> <p>Line flying under supervision. Flight crew member should undergo the following line flying under supervision (LIFUS): (i) 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 training required in (d)(2) has been carried out in an FSTD qualified for zero flight time conversion.</p>				
1.450 Appendix 1 (d)(4)(ii) AMC1 SPA.LVO.120	<p>Line flying under supervision. An operator must ensure that each flight crew member undergoes the following line flying under supervision (LIFUS): For Category III, a minimum of two auto lands except that: (A) only 1 autoland is required when the training required in subparagraph (d)2. above has been carried out in a flight simulator qualified for zero flight time conversion; (B) no autoland is required during LIFUS when the training required in subparagraph (d)2 above has been carried out in a flight simulator qualified for zero flight time (ZFT) conversion and the flight crew member successfully completed the ZFT type rating conversion course; (C) the flight crew member, trained and qualified in accordance with paragraph (B) above, is qualified to operate during the conduct of LIFUS to th</p> <p>Line flying under supervision. Flight crew member should undergo the following line flying under supervision (LIFUS): For CAT III, a minimum of two auto-lands, except that: (A) only one auto-land is required when the training required in (d)(2) has been carried out in an FSTD qualified for zero flight time conversion; (B) no auto-land is required during LIFUS when the training required in (d)(2) 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.</p>				
1.450 Appendix 1 (d)(4)(iii) AMC1 SPA.LVO.120	<p>Line flying under supervision. An operator must ensure that each flight crew member undergoes the following line flying under supervision (LIFUS): For Category III approaches using HUDLS to touchdown a minimum of four approaches.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	Line flying under supervision. Flight crew member should undergo the following line flying under supervision (LIFUS): For CAT III approaches using HUDLS to touchdown, a minimum of four approaches.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.13.5 Type and command experience					
1.450 Appendix 1 (e)(1) AMC1 SPA.LVO.120	<p>Before commencing Category II operations, the following additional requirements are applicable to commanders, or pilots to whom conduct of the flight may be delegated, who are new to the aeroplane type/class: (i) 50 hours or 20 sectors on the type, including line flying under supervision; and (ii) 100 m must be added to the applicable Category II RVR minima when the operation requires a Category II manual landing or use of HUDLS to touchdown until: (A) a total of 100 hours or 40 sectors, including LIFUS has been achieved on the type; or (B) 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 Category II manual landing operations with a Community operator; (C) for HUDLS operations the sector requirements in paragraphs (e) 1. and (e) 2. (i) shall always be applicable, the hours on type/class does not fulfil the requirement.</p> <p>Type and command experience. Before commencing CAT II operations, the following additional provisions should be applicable to pilots-in-command/commanders, or pilots to whom conduct of the flight may be delegated, who are new to the aircraft type or class: (i) 50 hours or 20 sectors on the type, including LIFUS; and (ii) 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: (A) a total of 100 hours or 40 sectors, including LIFUS, has been achieved on the type; or (B) 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; (C) for HUDLS operations the sector provisions in (e)(1) and (e)(2)(i) should always be applicable; the hours on type or class do not fulfil the provisions.</p>				
1.450 Appendix 1 (e)(2) AMC1 SPA.LVO.120	<p>Before commencing Category III operations, the following additional requirements are applicable to commanders, or pilots to whom conduct of the flight may be delegated, who are new to the aeroplane type: (i) 50 hours or 20 sectors on the type, including line flying under supervision; and (ii) 100 m must be added to the applicable Category II or Category III RVR minima unless he has previously qualified for Category II or III operations with a Community operator, until a total of 100 hours or 40 sectors, including line flying under supervision, has been achieved on the type.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	Before commencing CAT III operations, the following additional provisions should be applicable to pilots-in-command/commanders, or pilots to whom conduct of the flight may be delegated, who are new to the aircraft type: (i) 50 hours or 20 sectors on the type, including LIFUS; and (ii) 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.				
1.450 Appendix 1 (e)(3) AMC1 SPA.LVO.120	The Authority may authorise a reduction in the above command experience requirements for flight crew members who have Category II or Category III command experience REFERE TO RULE		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.13.6 Low Visibility Take-Off with RVR less than 150/200 m					
1.450 Appendix 1 (f)(1)(i) AMC1 SPA.LVO.120	Low visibility take-off with RVR less than 150/200 m. 1. An operator must ensure that prior to authorisation to conduct take-offs in RVRs below 150 m (below 200 m for Category D aeroplanes) the following training is carried out: (i) normal take-off in minimum authorised RVR conditions; Recurrent training and checking – LVO. (1) The operator should ensure that, in conjunction with the normal recurrent training and operator's proficiency checks, the pilot's knowledge and ability to perform the tasks associated with the particular category of operation, for which the pilot is authorised by the operator, are checked. The required number of approaches to be undertaken in the FSTD within the validity period of the operator's proficiency check should be a minimum of two, respectively four when HUDLS and/or EVS is utilised to touchdown, one of which should be a landing at the lowest approved RVR. In addition one, respectively two 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 operator proficiency check. 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 operator's proficiency check.				
1.450 Appendix 1 (f)(1)(ii) AMC1 SPA.LVO.120	Low visibility take-off with RVR less than 150/200 m. An operator must ensure that prior to authorisation to conduct take-offs in RVRs below 150 m (below 200 m for Category D aeroplanes) the following training is carried out: take-off in minimum authorised RVR conditions with an engine failure between V1 and V2, or as soon as safety considerations permit; Recurrent training and checking – LVO. (1) The operator should ensure that, in conjunction with the normal recurrent training and operator's proficiency checks, the pilot's knowledge and ability to perform the tasks associated with the particular category of operation, for which the pilot is authorised by the operator, are checked. The required number of approaches to be undertaken in the FSTD within the validity period of the operator's proficiency check should be a minimum of two, respectively four when HUDLS and/or EVS is utilised to touchdown, one of which should be a landing at the lowest approved RVR. In addition one, respectively				

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	<p>two 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 operator proficiency check. 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 operator's proficiency check. (2) For CAT III operations the operator should use an FSTD approved for this purpose. (3) For CAT III operations on aircraft with a fail-passive flight control system, including HUDLS, a missed approach should be completed by each flight crew member at least once over the period of three consecutive operator proficiency checks as the result of an autopilot failure at or below DH when the last reported RVR was 300 m or less.</p>				
<p>1.450 Appendix 1 (f)(1)(iii) AMC1 SPA.LVO.120</p>	<p>Low visibility take-off with RVR less than 150/200 m. An operator must ensure that prior to authorisation to conduct take-offs in RVRs below 150 m (below 200 m for Category D aeroplanes) the following training is carried out: take-off in minimum authorised RVR conditions with an engine failure before V1 resulting in a rejected take-off</p> <p>Recurrent training and checking – LVO (1) The operator should ensure that, in conjunction with the normal recurrent training and operator's proficiency checks, the pilot's knowledge and ability to perform the tasks associated with the particular category of operation, for which the pilot is authorised by the operator, are checked. The required number of approaches to be undertaken in the FSTD within the validity period of the operator's proficiency check should be a minimum of two, respectively four when HUDLS and/or EVS is utilised to touchdown, one of which should be a landing at the lowest approved RVR. In addition one, respectively two 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 operator proficiency check. 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 operator's proficiency check. (2) For CAT III operations the operator should use an FSTD approved for this purpose. (3) For CAT III operations on aircraft with a fail-passive flight control system, including HUDLS, a missed approach should be completed</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	by each flight crew member at least once over the period of three consecutive operator proficiency checks as the result of an autopilot failure at or below DH when the last reported RVR was 300 m or less.				
1.450 Appendix 1 (f)(2) AMC1 SPA.LVO.120	<p>Low visibility take-off with RVR less than 150/200 m. An operator must ensure that the training required by subparagraph 1 above is carried out in a flight simulator. This training must include the use of any special procedures and equipment. Where no flight simulator is available to represent that specific aeroplane, the Authority may approve such training in an aeroplane without the requirement for minimum RVR conditions (See Appendix 1 to OPS 1.965).</p> <p>Recurrent training and checking – LVO (1) The operator should ensure that, in conjunction with the normal recurrent training and operator's proficiency checks, the pilot's knowledge and ability to perform the tasks associated with the particular category of operation, for which the pilot is authorised by the operator, are checked. The required number of approaches to be undertaken in the FSTD within the validity period of the operator's proficiency check should be a minimum of two, respectively four when HUDLS and/or EVS is utilised to touchdown, one of which should be a landing at the lowest approved RVR. In addition one, respectively two 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 operator proficiency check. 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 operator's proficiency check. (2) For CAT III operations the operator should use an FSTD approved for this purpose. (3) For CAT III operations on aircraft with a fail-passive flight control system, including HUDLS, a missed approach should be completed by each flight crew member at least once over the period of three consecutive operator proficiency checks as the result of an autopilot failure at or below DH when the last reported RVR was 300 m or less.</p>		AP		
1.450 Appendix 1 (f)(3) AMC1 SPA.LVO.120	<p>Low visibility take-off with RVR less than 150/200 m. An operator must ensure that a flight crew member has completed a check before conducting low visibility take-offs in RVRs of less than 150 m (less than 200 m for Category D aeroplanes) if applicable. The check may only be replaced by successful completion of the flight</p>				

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	<p>simulator and/or flight training prescribed in subparagraph (f)1. on conversion to an aeroplane type.</p> <p>Recurrent training and checking – LVO. (1) The operator should ensure that, in conjunction with the normal recurrent training and operator's proficiency checks, the pilot's knowledge and ability to perform the tasks associated with the particular category of operation, for which the pilot is authorised by the operator, are checked. The required number of approaches to be undertaken in the FSTD within the validity period of the operator's proficiency check should be a minimum of two, respectively four when HUDLS and/or EVS is utilised to touchdown, one of which should be a landing at the lowest approved RVR. In addition one, respectively two 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 operator proficiency check. 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 operator's proficiency check. (2) For CAT III operations the operator should use an FSTD approved for this purpose. (3) For CAT III operations on aircraft with a fail-passive flight control system, including HUDLS, a missed approach should be completed by each flight crew member at least once over the period of three consecutive operator proficiency checks as the result of an autopilot failure at or below DH when the last reported RVR was 300 m or less.</p>				

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PART D 2.1.13.7 Recurrent Training and Checking – Low Visibility Operations					
1.450 Appendix 1 (g)(1) AMC1 SPA.LVO.120	<p>Recurrent training and checking — Low visibility operations. 1. 1.An operator must ensure that, in conjunction with the normal recurrent training and operator proficiency checks, a pilot's knowledge and ability to perform the tasks associated with the particular category of operation, for which he/she is authorised is checked. The required number of approaches to be undertaken in the flight simulator within the validity period of the operators proficiency check (as prescribed in OPS 1.965 (b)) is to be a minimum of two, (four when HUDLS and/or EVS is utilised to touchdown) one of which must be a landing at the lowest approved RVR; in addition one (two for HUDLS and/or operations utilising EVS) of these approaches may be substituted by an approach and landing in the aeroplane using approved Category II and III procedures. One missed approach shall be flown during the conduct of the operators proficiency check. If the operator is authorised to conduct take-off with RVR less than 150/200 m at least one LVTO to the lowest applicable minima shall be flown during the conduct of the operators proficiency check.</p> <p>Recurrent training and checking – LVO. (1) The operator should ensure that, in conjunction with the normal recurrent training and operator's proficiency checks, the pilot's knowledge and ability to perform the tasks associated with the particular category of operation, for which the pilot is authorised by the operator, are checked. The required number of approaches to be undertaken in the FSTD within the validity period of the operator's proficiency check should be a minimum of two, respectively four when HUDLS and/or EVS is utilised to touchdown, one of which should be a landing at the lowest approved RVR. In addition one, respectively two 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 operator proficiency check. 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 operator's proficiency check.</p>				
1.450 Appendix 1 (g)(1) AMC1 SPA.LVO.120	<p>Recurrent training and checking — Low visibility operations. 1. 1.An operator must ensure that, in conjunction with the normal recurrent training and operator proficiency checks, a pilot's knowledge and ability to perform the tasks associated with the</p>				

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	<p>particular category of operation, for which he/she is authorised is checked. The required number of approaches to be undertaken in the flight simulator within the validity period of the operators proficiency check (as prescribed in OPS 1.965 (b)) is to be a minimum of two, (four when HUDLS and/or EVS is utilised to touchdown) one of which must be a landing at the lowest approved RVR; in addition one (two for HUDLS and/or operations utilising EVS) of these approaches may be substituted by an approach and landing in the aeroplane using approved Category II and III procedures. One missed approach shall be flown during the conduct of the operators proficiency check. If the operator is authorised to conduct take-off with RVR less than 150/200 m at least one LVTO to the lowest applicable minima shall be flown during the conduct of the operators proficiency check.</p> <p>Recurrent training and checking – LVO. (1) The operator should ensure that, in conjunction with the normal recurrent training and operator's proficiency checks, the pilot's knowledge and ability to perform the tasks associated with the particular category of operation, for which the pilot is authorised by the operator, are checked. The required number of approaches to be undertaken in the FSTD within the validity period of the operator's proficiency check should be a minimum of two, respectively four when HUDLS and/or EVS is utilised to touchdown, one of which should be a landing at the lowest approved RVR. In addition one, respectively two 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 operator proficiency check. 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 operator's proficiency check.</p>				
<p>1.450 Appendix 1 (g)(1) AMC1 SPA.LVO.120</p>	<p>Recurrent training and checking — Low visibility operations. 1. 1.An operator must ensure that, in conjunction with the normal recurrent training and operator proficiency checks, a pilot's knowledge and ability to perform the tasks associated with the particular category of operation, for which he/she is authorised is checked. The required number of approaches to be undertaken in the flight simulator within the validity period of the operators proficiency check (as prescribed in OPS 1.965 (b)) is to be a minimum of two, (four when HUDLS and/or EVS is utilised to touchdown) one of which must be a landing at the lowest approved</p>				

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	<p>RVR; in addition one (two for HUDLS and/or operations utilising EVS) of these approaches may be substituted by an approach and landing in the aeroplane using approved Category II and III procedures. One missed approach shall be flown during the conduct of the operators proficiency check. If the operator is authorised to conduct take-off with RVR less than 150/200 m at least one LVTO to the lowest applicable minima shall be flown during the conduct of the operators proficiency check.</p> <p>Recurrent training and checking – LVO. (1) The operator should ensure that, in conjunction with the normal recurrent training and operator's proficiency checks, the pilot's knowledge and ability to perform the tasks associated with the particular category of operation, for which the pilot is authorised by the operator, are checked. The required number of approaches to be undertaken in the FSTD within the validity period of the operator's proficiency check should be a minimum of two, respectively four when HUDLS and/or EVS is utilised to touchdown, one of which should be a landing at the lowest approved RVR. In addition one, respectively two 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 operator proficiency check. 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 operator's proficiency check.</p>				
<p>1.450 Appendix 1 (g)(1) AMC1 SPA.LVO.120</p>	<p>Recurrent training and checking — Low visibility operations. 1. 1.An operator must ensure that, in conjunction with the normal recurrent training and operator proficiency checks, a pilot's knowledge and ability to perform the tasks associated with the particular category of operation, for which he/she is authorised is checked. The required number of approaches to be undertaken in the flight simulator within the validity period of the operators proficiency check (as prescribed in OPS 1.965 (b)) is to be a minimum of two, (four when HUDLS and/or EVS is utilised to touchdown) one of which must be a landing at the lowest approved RVR; in addition one (two for HUDLS and/or operations utilising EVS) of these approaches may be substituted by an approach and landing in the aeroplane using approved Category II and III procedures. One missed approach shall be flown during the conduct of the operators proficiency check. If the operator is authorised to conduct take-off with RVR less than 150/200 m at</p>				

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	<p>least one LVTO to the lowest applicable minima shall be flown during the conduct of the operators proficiency check.</p> <p>Recurrent training and checking – LVO. (1) The operator should ensure that, in conjunction with the normal recurrent training and operator's proficiency checks, the pilot's knowledge and ability to perform the tasks associated with the particular category of operation, for which the pilot is authorised by the operator, are checked. The required number of approaches to be undertaken in the FSTD within the validity period of the operator's proficiency check should be a minimum of two, respectively four when HUDLS and/or EVS is utilised to touchdown, one of which should be a landing at the lowest approved RVR. In addition one, respectively two 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 operator proficiency check. 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 operator's proficiency check.</p>				
1.450 Appendix 1 (g)(2) AMC1 SPA.LVO.120	<p>Recurrent training and checking — Low visibility operations. For Category III operations an operator must use a Flight Simulator.</p> <p>Recurrent training and checking – LVO. For CAT III operations the operator should use an FSTD approved for this purpose</p>				
1.450 Appendix 1 (g)(3) AMC1 SPA.LVO.120	<p>An operator must ensure that, for Category III operations on aeroplanes with a fail passive flight control system, including HUDLS, a missed approach is completed at least once over the period of three consecutive operator proficiency checks as the result of an autopilot failure at or below decision height when the last reported RVR was 300 m or less.</p> <p>For CAT III operations on aircraft with a fail-passive flight control system, including HUDLS, a missed approach should be completed by each flight crew member at least once over the period of three consecutive operator proficiency checks as the result of an autopilot failure at or below DH when the last reported RVR was 300 m or less.</p>				
1.450 Appendix 1 (g)(4) AMC1 SPA.LVO.120	<p>The Authority may authorize recurrent training and checking for Category II and LVTO operations in an aeroplane type where no Flight Simulator to represent that specific aeroplane or an acceptable alternate is available.</p> <p>REFERE TO RULE</p>		AC		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.13.8 Additional Training Requirements - Lower than Standard Category I, Approaches utilizing EVS and Other than Standard Category II Operations					
1.450 Appendix 1 (h)(1) AMC1 SPA.LVO.120	Additional training requirements for operators conducting lower than Standard Category I, approaches utilising EVS and other than Standard Category II Operations. 1. Operators conducting lower than Standard Category I operations shall comply with the requirements of Appendix 1 to OPS 1.450 — low visibility operations — training and qualifications applicable to Category II operations to include the requirements applicable to HUDLS (if appropriate). The operator may combine these additional requirements where appropriate provided that the operational procedures are compatible. During conversion training the total number of approaches required shall not be additional to the requirements of OPS Subpart N provided the training is conducted utilising the lowest applicable RVR. During recurrent training and checking the operator may also combine the separate requirements provided the above operational procedure requirement is met, provided that at least one approach using lower than Standard Category I minima is conducted at least once every 18 months. Additional training provisions.General. Operators conducting LTS CAT I operations, OTS CAT II operations and operations utilising EVS with RVR of 800 m or less should comply with the provisions applicable to CAT II operations and include the provisions applicable to HUDLS, if appropriate. The operator may combine these additional provisions where appropriate provided that the operational procedures are compatible.				
1.450 Appendix 1 (h)(2) AMC1 SPA.LVO.120	Operators conducting other than Standard Category II operations. LTS CAT I. During conversion training the total number of approaches should not be additional to the requirements of Subpart FC of Annex III (ORO.FC) provided the training is conducted utilising the lowest applicable RVR. 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 LTS CAT I minima is conducted at least once every 18 months.				
1.450 Appendix 1 (h)(3) AMC1 SPA.LVO.120	Additional training requirements for operators conducting lower than Standard Category I, approaches utilising EVS and other than Standard Category II Operations. Operators conducting approach operations utilising EVS with RVR of 800 m or less shall comply with the requirements of Appendix 1 to OPS 1.450 — Low Visibility				

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	<p>Operations — Training and Qualifications applicable to Category II operations to include the requirements applicable to HUD (if appropriate). The operator may combine these additional requirements where appropriate provided that the operational procedures are compatible. During conversion training the total number of approaches required shall not be less than that required to complete Category II training utilising a HUD. During recurrent training and checking the operator may also combine the separate requirements provided the above operational procedure requirement is met, provided that at least one approach utilising EVS is conducted at least once every 12 months.</p> <p>OTS CAT II. During conversion training the total number of approaches should not be less than those to complete CAT II training utilising a HUD/HUDLS. 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 OTS CAT II minima is conducted at least once every 18 months.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.14 Dangerous Goods - Training programs					
1.1220 (a) SPA.DG.105 and ORO.GEN.110 (j)	<p>An operator shall establish and maintain staff training programs, as required by the Technical Instructions, which shall be approved by the Authority.</p> <p>To obtain the approval to transport dangerous goods, the operator shall in accordance with the technical instructions: (a) establish and maintain a training programme for all personnel involved and demonstrate to the competent authority that adequate training has been given to all personnel; The operator shall establish and maintain dangerous goods training programmes for personnel as required by the technical instructions which shall be subject to review and approval by the competent authority. Training programmes shall be commensurate with the responsibilities of personnel.</p>		AP		
1.1220 (b) SPA.DG.105 and ORO.GEN.110 (j)	<p>An operator must ensure that staff receives training in the requirements commensurate with their responsibilities.</p> <p>To obtain the approval to transport dangerous goods, the operator shall in accordance with the technical instructions: (a) establish and maintain a training programme for all personnel involved and demonstrate to the competent authority that adequate training has been given to all personnel; (b) establish operating procedures to ensure the safe handling of dangerous goods at all stages of air transport, containing information and instructions on: (1) the operator's policy to transport dangerous goods; (2) the requirements for acceptance, handling, loading, stowage and segregation of dangerous goods; (3) actions to take in the event of an aircraft accident or incident when dangerous goods are being carried; (4) the response to emergency situations involving dangerous goods; (5) the removal of any possible contamination; (6) the duties of all personnel involved, especially with relevance to ground handling and aircraft handling; (7) inspection for damage, leakage or contamination; (8) dangerous goods accident and incident reporting. The operator shall establish and maintain dangerous goods training programmes for personnel as required by the technical instructions which shall be subject to review and approval by the competent authority. Training programmes shall be commensurate with the responsibilities of personnel.</p>				
1.1220 (c) SPA.DG.105 and AMC1 SPA.DG.105	<p>An operator must ensure that training is provided or verified upon the employment of a person in a position involving the transport of dangerous goods by air.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	To obtain the approval to transport dangerous goods, the operator shall in accordance with the technical instructions: (a) establish and maintain a training programme for all personnel involved and demonstrate to the competent authority that adequate training has been given to all personnel; (b) establish operating procedures to ensure the safe handling of dangerous goods at all stages of air transport, containing information and instructions on: (1) the operator's policy to transport dangerous goods; (2) the requirements for acceptance, handling, loading, stowage and segregation of dangerous goods; (3) actions to take in the event of an aircraft accident or incident when dangerous goods are being carried; (4) the response to emergency situations involving dangerous goods; (5) the removal of any possible contamination; (6) the duties of all personnel involved, especially with relevance to ground handling and aircraft handling; (7) inspection for damage, leakage or contamination; (8) dangerous goods accident and incident reporting. Training intended to give general information and guidance may be by any means including handouts, leaflets, circulars, slide presentations, videos, computer-based training, etc., and may take place on-the-job or off-the-job. The person being trained should receive an overall awareness of the subject. This training should include a written, oral or computer-based examination covering all areas of the training programme, showing that a required minimum level of knowledge has been acquired.				
1.1220 (d) SPA.DG.105 and AMC1 SPA.DG.105	<p>An operator shall ensure that all staff who receives training undertakes a test to verify understanding of their responsibilities.</p> <p>To obtain the approval to transport dangerous goods, the operator shall in accordance with the technical instructions: (a) establish and maintain a training programme for all personnel involved and demonstrate to the competent authority that adequate training has been given to all personnel; (b) establish operating procedures to ensure the safe handling of dangerous goods at all stages of air transport, containing information and instructions on: (1) the operator's policy to transport dangerous goods; (2) the requirements for acceptance, handling, loading, stowage and segregation of dangerous goods; (3) actions to take in the event of an aircraft accident or incident when dangerous goods are being carried; (4) the response to emergency situations involving dangerous goods; (5) the removal of any possible contamination; (6) the duties of all personnel involved, especially with relevance to ground handling and aircraft handling; (7) inspection for damage, leakage or contamination; (8) dangerous goods accident and</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	incident reporting. Training intended to give an in-depth and detailed appreciation of the whole subject or particular aspects of it should be by formal training courses, which should include a written examination, the successful passing of which will result in the issue of the proof of qualification. The course may be by means of tuition, as a self-study programme, or a mixture of both. The person being trained should gain sufficient knowledge so as to be able to apply the detailed rules of the Technical Instructions				
1.1220 (e) SPA.DG.105 and AMC1 SPA.DG.105	<p>An operator shall ensure that all staff who requires dangerous goods training receives recurrent training at intervals of no longer than 2 years.</p> <p>To obtain the approval to transport dangerous goods, the operator shall in accordance with the technical instructions: (a) establish and maintain a training programme for all personnel involved and demonstrate to the competent authority that adequate training has been given to all personnel; (b) establish operating procedures to ensure the safe handling of dangerous goods at all stages of air transport, containing information and instructions on: (1) the operator's policy to transport dangerous goods; (2) the requirements for acceptance, handling, loading, stowage and segregation of dangerous goods; (3) actions to take in the event of an aircraft accident or incident when dangerous goods are being carried; (4) the response to emergency situations involving dangerous goods; (5) the removal of any possible contamination; (6) the duties of all personnel involved, especially with relevance to ground handling and aircraft handling; (7) inspection for damage, leakage or contamination; (8) dangerous goods accident and incident reporting. Training in emergency procedures should include as a minimum: (1) for personnel other than crew members: (i) dealing with damaged or leaking packages; and (ii) other actions in the event of ground emergencies arising from dangerous goods; (2) for flight crew members: (i) actions in the event of emergencies in flight occurring in the passenger compartment or in the cargo compartments; and (ii) the notification to ATS should an in-flight emergency occur; (3) for crew members other than flight crew members: (i) dealing with incidents arising from dangerous goods carried by passengers; or (ii) dealing with damaged or leaking packages in flight.</p>		AP		
1.1220 (f) SPA.DG.105 and AMC1 SPA.DG.105	<p>An operator shall ensure that records of dangerous goods training are maintained for all staff as required by the Technical Instructions.</p> <p>To obtain the approval to transport dangerous goods, the operator</p>		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	shall in accordance with the technical instructions: (a) establish and maintain a training programme for all personnel involved and demonstrate to the competent authority that adequate training has been given to all personnel; (b) establish operating procedures to ensure the safe handling of dangerous goods at all stages of air transport, containing information and instructions on: (1) the operator's policy to transport dangerous goods; (2) the requirements for acceptance, handling, loading, stowage and segregation of dangerous goods; (3) actions to take in the event of an aircraft accident or incident when dangerous goods are being carried; (4) the response to emergency situations involving dangerous goods; (5) the removal of any possible contamination; (6) the duties of all personnel involved, especially with relevance to ground handling and aircraft handling; (7) inspection for damage, leakage or contamination; (8) dangerous goods accident and incident reporting. Training should be conducted at intervals of no longer than 2 years.				
1.1220 (g) SPA.DG.105	An operator shall ensure that his handling agent's staff is trained as required by the Technical Instructions. To obtain the approval to transport dangerous goods, the operator shall in accordance with the technical instructions: (a) establish and maintain a training programme for all personnel involved and demonstrate to the competent authority that adequate training has been given to all personnel; (b) establish operating procedures to ensure the safe handling of dangerous goods at all stages of air transport, containing information and instructions on: (1) the operator's policy to transport dangerous goods; (2) the requirements for acceptance, handling, loading, stowage and segregation of dangerous goods; (3) actions to take in the event of an aircraft accident or incident when dangerous goods are being carried; (4) the response to emergency situations involving dangerous goods; (5) the removal of any possible contamination; (6) the duties of all personnel involved, especially with relevance to ground handling and aircraft handling; (7) inspection for damage, leakage or contamination; (8) dangerous goods accident and incident reporting.		AP		
AMC OPS 1.1220	REFERE TO RULE		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.1.15 Security - Training programs					
1.1240 AMC1 SPA.DG.105(a)	<p>An operator shall establish, maintain and conduct approved training programs which enable the operator's crew members to take appropriate action to prevent acts of unlawful interference such as sabotage or unlawful seizure of aeroplanes and to minimise the consequences of such events should they occur. The training programme shall be compatible with the National Aviation Security programme. Individual crew members shall have knowledge and competence of all relevant elements of the training programme.</p> <p>(a) The operator should indicate for the approval of the training programme how the training will be carried out. For formal training courses, the course objectives, the training programme syllabus/curricula and examples of the written examination to be undertaken should be included. (b) Instructors should have knowledge of training techniques as well as in the field of transport of dangerous goods by air so that the subject is covered fully and questions can be adequately answered. (c) Training intended to give general information and guidance may be by any means including handouts, leaflets, circulars, slide presentations, videos, computer-based training, etc., and may take place on-the-job or off-the-job. The person being trained should receive an overall awareness of the subject. This training should include a written, oral or computer-based examination covering all areas of the training programme, showing that a required minimum level of knowledge has been acquired. (d) Training intended to give an in-depth and detailed appreciation of the whole subject or particular aspects of it should be by formal training courses, which should include a written examination, the successful passing of which will result in the issue of the proof of qualification. The course may be by means of tuition, as a self-study programme, or a mixture of both. The person being trained should gain sufficient knowledge so as to be able to apply the detailed rules of the Technical Instructions. (e) Training in emergency procedures should include as a minimum: (1) for personnel other than crew members: (i) dealing with damaged or leaking packages; and (ii) other actions in the event of ground emergencies arising from dangerous goods; (2) for flight crew members: (i) actions in the event of emergencies in flight occurring in the passenger compartment or in the cargo compartments; and (ii) the notification to ATS should an in-flight emergency occur; (3) for crew members other than flight crew members: (i) dealing with incidents arising from dangerous goods</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	carried by passengers; or (ii) dealing with damaged or leaking packages in flight. (f) Training should be conducted at intervals of no longer than 2 years.				

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PART D 2.2 CABIN CREW					
1.1045 Appendix 1 D 2.2. AMC3 ORO.MLR.100	Training for cabin crew. All relevant items prescribed in Subpart O; Content: Training syllabi and checking programmes should include the following:for cabin crew, all relevant items prescribed in Annex IV (Part-CAT), Annex V (Part-CC) of Commission Regulation (EU) xxx/XXXX and ORO.CC;				
1.988 ORO.CC.005	Applicability. An operator shall ensure that all cabin crew members comply with the requirements of this Subpart and any other safety requirements applicable to cabin crew. For the purpose of this Regulation, “cabin crew member” means any crew member, other than a flight crew member, who performs, in the interests of safety of passengers, duties assigned to him/ her by the operator or the commander in the cabin of an aeroplane. Scope. This Subpart establishes the requirements to be met by the operator when operating an aircraft with cabin crew.				
1.988 ORO.CC.005	Applicability. An operator shall ensure that all cabin crew members comply with the requirements of this Subpart and any other safety requirements applicable to cabin crew. For the purpose of this Regulation, “cabin crew member” means any crew member, other than a flight crew member, who performs, in the interests of safety of passengers, duties assigned to him/ her by the operator or the commander in the cabin of an aeroplane. Scope. This Subpart establishes the requirements to be met by the operator when operating an aircraft with cabin crew.				

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PART D 2.2.1 Initial safety training					
1.995 (c) ORO.CC.210(a)	An operator shall ensure that each cabin crew member has successfully completed initial training in accordance with OPS 1.1005 and holds an attestation of safety training Additional conditions for assignment to duties. Cabin crew members shall only be assigned to duties, and operate, on a particular aircraft type or variant if they: (a) hold a valid attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012;				
AMC OPS 1.995(a)(2) para.1	The initial medical examination or assessment and any re-assessment of cabin crew members should be conducted by, or under the supervision of, a medical practitioner acceptable to the Authority.		AC		
1.1005 (a) ORO.CC.115	An operator shall ensure that each cabin crew member has, before undertaking conversion training, successfully completed initial safety training covering at least the subjects listed in Appendix 1 to OPS 1.1005. (a) A detailed programme and syllabus shall be established by the operator for each training course in accordance with the applicable requirements of this Subpart, and of Annex V (Part-CC) to Regulation (EU) No 290/2012 where applicable, to cover the duties and responsibilities to be discharged by the cabin crew members. (b) 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 cabin crew member achieves and maintains the adequate level of proficiency in accordance with this Subpart. (c) 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. (d) During or following completion of all training required by this Subpart, each cabin crew member shall undergo a check covering all training elements of the relevant training programme, except for crew resource management (CRM) training. Checks shall be performed by personnel appropriately qualified to verify that the cabin crew member has achieved and/or maintains the required level of proficiency.				
1.1005 Appendix 1 (a) ORO.CC.120	The subjects that must be covered as a minimum by a course of initial safety training referred to in OPS 1.1005 are: (a) Fire and smoke training: 1. emphasis on the responsibility of cabin crew to deal promptly with emergencies involving fire and smoke and, in				

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	<p>particular, emphasis on the importance of identifying the actual source of the fire; 2. the importance of informing the flight crew immediately, as well as the specific actions necessary for coordination and assistance, when fire or smoke is discovered; 3. the necessity for frequent checking of potential fire-risk areas including toilets, and the associated smoke detectors; 4. the classification of fires and the appropriate type of extinguishing agents and procedures for particular fire situations, the techniques of application of extinguishing agents, the consequences of misapplication, and of use in a confined space; and 5. the general procedures of ground-based emergency services at aerodromes.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.</p>				
1.1005 Appendix 1 (b) ORO.CC.120	<p>The subjects that must be covered as a minimum by a course of initial safety training referred to in OPS 1.1005 are:Water survival training.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.</p>				
1.1005 Appendix 1 (c) ORO.CC.120	<p>The subjects that must be covered as a minimum by a course of initial safety training referred to in OPS 1.1005 are:Survival training.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to</p>				

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	Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.				
1.1005 Appendix 1 (d)(1)-(3) and 1.1005 and 1.1010 and 1.1015 Appendix 3 ORO.CC.120 and AMC1 ORO.CC.115 and Part-CC, Appendix 1	REFERE TO RULE REFERE TO RULE				
1.1005 Appendix 1 (e)(1) ORO.CC.120	The subjects that must be covered as a minimum by a course of initial safety training referred to in OPS 1.1005 are: Passenger handling including advice on the recognition and management of passengers who are, or become, intoxicated with alcohol or are under the influence of drugs or are aggressive. (a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.				
1.1005 Appendix 1 (e)(2) ORO.CC.120	The subjects that must be covered as a minimum by a course of initial safety training referred to in OPS 1.1005 are: Passenger handling: methods used to motivate passengers and the crowd control necessary to expedite an aeroplane evacuation (a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to				

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	Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.				
1.1005 Appendix 1 (e)(3) ORO.CC.120	<p>The subjects that must be covered as a minimum by a course of initial safety training referred to in OPS 1.1005 are: Passenger handling: regulations covering the safe stowage of cabin baggage (including cabin service items) and the risk of it becoming a hazard to occupants of the cabin or otherwise obstruction or damaging emergency equipment or aeroplane exits.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.</p>				
1.1005 Appendix 1 (e)(4) ORO.CC.120	<p>The subjects that must be covered as a minimum by a course of initial safety training referred to in OPS 1.1005 are: Passenger handling: importance of correct seat allocation with reference to aeroplane mass and balance. Particular emphasis shall also be given on the seating of disabled passengers, and the necessity of seating able-bodied passengers adjacent to unsupervised exits.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training,</p>				

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	provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.				
1.1005 Appendix 1 (e)(5) ORO.CC.120	<p>The subjects that must be covered as a minimum by a course of initial safety training referred to in OPS 1.1005 are: Passenger handling: duties to be undertaken in the event of encountering turbulence.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.</p>				
1.1005 Appendix 1 (e)(6) ORO.CC.120	<p>The subjects that must be covered as a minimum by a course of initial safety training referred to in OPS 1.1005 are: Passenger handling: precautions to be taken when live animals are carried in the cabin.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.</p>				
1.1005 Appendix 1 (e)(7) ORO.CC.120	<p>The subjects that must be covered as a minimum by a course of initial safety training referred to in OPS 1.1005 are: Passenger handling including dangerous goods training, including provisions under Subpart R.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to</p>				

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	Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.				
1.1220 (c) SPA.DG.105	<p>An operator must ensure that dangerous goods training is provided or verified upon the employment of a person in a position involving the transport of dangerous goods by air.</p> <p>To obtain the approval to transport dangerous goods, the operator shall in accordance with the technical instructions: (a) establish and maintain a training programme for all personnel involved and demonstrate to the competent authority that adequate training has been given to all personnel; (b) establish operating procedures to ensure the safe handling of dangerous goods at all stages of air transport, containing information and instructions on: (1) the operator's policy to transport dangerous goods; (2) the requirements for acceptance, handling, loading, stowage and segregation of dangerous goods; (3) actions to take in the event of an aircraft accident or incident when dangerous goods are being carried; (4) the response to emergency situations involving dangerous goods; (5) the removal of any possible contamination; (6) the duties of all personnel involved, especially with relevance to ground handling and aircraft handling; (7) inspection for damage, leakage or contamination; (8) dangerous goods accident and incident reporting.</p>				
1.1220 (d) SPA.DG.105	<p>An operator shall ensure that all staff who receives training for the transport of dangerous goods by air undertakes a test to verify understanding of their responsibilities.</p> <p>To obtain the approval to transport dangerous goods, the operator shall in accordance with the technical instructions: (a) establish and maintain a training programme for all personnel involved and demonstrate to the competent authority that adequate training has been given to all personnel; (b) establish operating procedures to ensure the safe handling of dangerous goods at all stages of air transport, containing information and instructions on: (1) the operator's policy to transport dangerous goods; (2) the requirements for acceptance, handling, loading, stowage and</p>				

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	segregation of dangerous goods; (3) actions to take in the event of an aircraft accident or incident when dangerous goods are being carried; (4) the response to emergency situations involving dangerous goods; (5) the removal of any possible contamination; (6) the duties of all personnel involved, especially with relevance to ground handling and aircraft handling; (7) inspection for damage, leakage or contamination; (8) dangerous goods accident and incident reporting.				
1.1005 Appendix 1 (e)(8) ORO.CC.120	<p>The subjects that must be covered as a minimum by a course of initial safety training referred to in OPS 1.1005 are: Passenger handling: security procedures, including provisions under Subpart S.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.</p>				
1.1240 AMC1 SPA.DG.105(a)	<p>An operator shall establish, maintain and conduct approved training programs which enable the operator's crew members to take appropriate action to prevent acts of unlawful interference such as sabotage or unlawful seizure of aeroplanes and to minimize the consequences of such events should they occur. The training program shall be compatible with the National Aviation Security program. Individual crew member shall have knowledge and competence of all relevant elements of the training program. (Subpart S)</p> <p>TRAINING PROGRAMME. (a) The operator should indicate for the approval of the training programme how the training will be carried out. For formal training courses, the course objectives, the training programme syllabus/curricula and examples of the written examination to be undertaken should be included. (b) Instructors should have knowledge of training techniques as well as in the field of transport of dangerous goods by air so that the subject is covered fully and questions can be adequately answered. (c) Training intended to give general information and guidance may be</p>				

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	<p>by any means including handouts, leaflets, circulars, slide presentations, videos, computer-based training, etc., and may take place on-the-job or off-the-job. The person being trained should receive an overall awareness of the subject. This training should include a written, oral or computer-based examination covering all areas of the training programme, showing that a required minimum level of knowledge has been acquired. (d) Training intended to give an in-depth and detailed appreciation of the whole subject or particular aspects of it should be by formal training courses, which should include a written examination, the successful passing of which will result in the issue of the proof of qualification. The course may be by means of tuition, as a self-study programme, or a mixture of both. The person being trained should gain sufficient knowledge so as to be able to apply the detailed rules of the Technical Instructions. (e) Training in emergency procedures should include as a minimum: (1) for personnel other than crew members: (i) dealing with damaged or leaking packages; and (ii) other actions in the event of ground emergencies arising from dangerous goods; (2) for flight crew members: (i) actions in the event of emergencies in flight occurring in the passenger compartment or in the cargo compartments; and (ii) the notification to ATS should an in-flight emergency occur; (3) for crew members other than flight crew members: (i) dealing with incidents arising from dangerous goods carried by passengers; or (ii) dealing with damaged or leaking packages in flight. (f) Training should be conducted at intervals of no longer than 2 years.</p>				
1.1005 Appendix 1 (f) ORO.CC.120	<p>Communication.During training, emphasis shall be placed on the importance of effective communication between cabin crew and flight crew including technique, common language and terminology. (a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.</p>				

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1.1005 Appendix 1 (g)(1) ORO.CC.120	<p>Discipline and responsibilities including the importance of cabin crew performing their duties in accordance with the Operations Manual.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.</p>				
1.1005 Appendix 1 (g)(2) ORO.CC.120	<p>Discipline and responsibilities including continuing competence and fitness to operate as a cabin crew member with special regard to flight and duty time limitations and rest requirements.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.</p>				
1.1005 Appendix 1 (g)(3) ORO.CC.120	<p>Discipline and responsibilities including an awareness of the aviation regulations relating to cabin crew and the role of the Civil Aviation Authority.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any</p>				

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	such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.				
1.1005 Appendix 1 (g)(4) ORO.CC.120	Discipline and responsibilities including general knowledge of relevant aviation terminology, theory of flight, passenger distribution, meteorology and areas of operation. (a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.				
1.1005 Appendix 1 (g)(5) ORO.CC.120	Discipline and responsibilities including pre-flight briefing of the cabin crew and the provision of necessary safety information with regards to their specific duties. (a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.				
1.1005 Appendix 1 (g)(6) ORO.CC.120	Discipline and responsibilities including the importance of ensuring that relevant documents and manuals are kept up-to-date with amendments provided by the operator. (a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before				

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	undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.				
1.1005 Appendix 1 (g)(7) ORO.CC.120	Discipline and responsibilities including the importance of identifying when cabin crew members have the authority and responsibility to initiate an evacuation and other emergency procedures. (a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.				
1.1005 Appendix 1 (g)(8) ORO.CC.120	Discipline and responsibilities including the importance of safety duties and responsibilities and the need to respond promptly and effectively to emergency situations. (a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.				
1.1005 Appendix 1 (g)(9) ORO.CC.120	Discipline and responsibilities including awareness of the effects of surface contamination and the need to inform the flight crew of any observed surface contamination. (a) Each new entrant who does not already hold a valid cabin crew				

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	attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.				
1.1005 Appendix 1 (h) ORO.CC.120	Crew resource management. (see also CRM Training) (a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.				
1.1005 (b)	Training courses shall, at the discretion of the Authority, and subject to its approval, be provided: either 1. by the operator — directly, or — indirectly through a training organisation acting on behalf of the operator; or 2. by an approved training organisation.		AP		
1.1005 (c) ORO.CC.215(a)	The program and structure of the initial training courses shall be in accordance with the applicable requirements and shall be subject to prior approval of the Authority. (a) Each cabin crew member 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.		AP		
1.1005 (d)	At the discretion of the Authority, the Authority, the operator or the approved training organization providing the training course, shall deliver an attestation of safety training to a cabin crew member after he/she has completed the initial safety training and successfully passed the check referred to in OPS 1.1025.		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.1005 (e)	Where the Authority authorizes an operator or an approved training organization to deliver the attestation of safety training to a cabin crew member, such attestation shall clearly state a reference to the approval of the Authority.		AP		
1.1025 (a) AMC1 ORO.CC.115(d)	At the discretion of the Authority, the Authority, the operator or the approved training organization providing the training course shall ensure that during or following completion of the training required by OPS 1.1005, 1.1010, 1.1015 and 1.1020, each cabin crew member undergoes a check covering the training received in order to verify his/her proficiency in carrying out normal and emergency safety duties. At the discretion of the Authority, the Authority, the operator or the approved training organization providing the training course shall ensure that the personnel performing these checks shall be suitably qualified. 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.		AP		
1.1025 (b)(1) AMC1 ORO.CC.115(d)	An operator shall ensure that each cabin crew member undergoes checks for Initial Safety Training. 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.				
1.1000 (c) ORO.CC.200	Where required by OPS 1.990 to carry more than one cabin crew member, an operator shall not appoint a person to the post of senior cabin crew member unless that person has at least one year's experience as an operating cabin crew member and has completed an appropriate course covering the following as a minimum: 1. pre-flight briefing: (i) operating as a crew, (ii) allocation of cabin crew stations and responsibilities, (iii) consideration of the particular flight, including aeroplane type, equipment, area and type of operation, and categories of passengers with particular attention to disabled, infants and stretcher cases, and 2. cooperation within the crew: (i) discipline, responsibilities and chain of command, (ii) importance of coordination and communication, (iii) pilot incapacitation, and 3. review of operator's requirements and legal requirements: (i) passenger safety briefing, safety cards, (ii)				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>securing of galleys, (iii) stowage of cabin baggage, (iv) electronic equipment, (v) procedures when fuelling with passengers on board, (vi) turbulence, (vii) documentation, and 4. human factors and crew resource management, and 5. accident and incident reporting, and 6. flight and duty time limitations and rest requirements.</p> <p>(a) When more than one cabin crew member is required, the composition of the cabin crew shall include a senior cabin crew member nominated by the operator. (b) 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. (c) The senior cabin crew training course shall cover all duties and responsibilities of senior cabin crew members 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. (d) The senior cabin crew member shall be responsible to the commander for the conduct and coordination of normal and emergency procedures specified in the operations manual, including for discontinuing non-safety-related duties for safety or security purposes. (e) The operator shall establish procedures to select the most appropriately qualified cabin crew member to act as senior cabin crew member if the nominated senior cabin crew member becomes unable to operate. Changes to these procedures shall be notified to the competent authority.</p>				
1.1000 (d) ORO.CC.200	<p>An operator shall establish procedures to select the next most suitably qualified cabin crew member to operate as senior cabin crew member in the event of the nominated senior cabin crew member becoming unable to operate. Such procedures must be acceptable to the Authority and take account of a cabin crew member's operational experience.</p> <p>The operator shall establish procedures to select the most appropriately qualified cabin crew member to act as senior cabin crew member if the nominated senior cabin crew member becomes unable to operate. Changes to these procedures shall be notified to the competent authority.</p>		AC		
1.1002 (a) ORO.CC.255	<p>(a) An operator shall ensure that each cabin crew member who does not have previous comparable experience completes the following, before operating as a single cabin crew member: 1.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>Training in addition to that required by OPS 1.1005 and OPS 1.1010 shall include particular emphasis on the following to reflect single cabin crew member operations: (i) responsibility to the commander for the conduct of cabin safety and emergency procedure(s) specified in the Operations Manual; (ii) importance of coordination and communication with the flight crew, management of unruly or disruptive passengers; (iii) review of operator's requirements and legal requirements; (iv) documentation; (v) accident and incident reporting; (vi) flight and duty time limitations.</p> <p>2. Familiarisation flying of at least 20 hours and 15 sectors. Familiarisation flights shall be conducted under the supervision of a suitably experienced cabin crew member on the aeroplane type to be operated.</p> <p>(a) The operator shall select, recruit, train and check the proficiency of cabin crew members to be assigned to single cabin crew member operations according to criteria appropriate to this type of operation. (b) Cabin crew members who have no previous operating experience as single cabin crew member shall only be assigned to such type of operation after they have: (1) completed training as required in (c) in addition to other applicable training and checking required by this Subpart; (2) successfully passed the checks verifying their proficiency in discharging their duties and responsibilities in accordance with the procedures specified in the operations manual; and (3) undertaken familiarisation flying of at least 20 hours and 15 sectors on the relevant aircraft type under the supervision of an appropriately experienced cabin crew member.</p>				
1.1002 (b) ORO.CC.255	<p>An operator shall ensure, before a cabin crew member is assigned to operate as a single cabin crew member, that this cabin crew member is competent to perform his/her duties in accordance with the procedures specified in the Operations Manual. Suitability for single cabin crew operations shall be addressed in the criteria for cabin crew selection, recruitment, training and assessment of competence.</p> <p>(a) The operator shall select, recruit, train and check the proficiency of cabin crew members to be assigned to single cabin crew member operations according to criteria appropriate to this type of operation. (b) Cabin crew members who have no previous operating experience as single cabin crew member shall only be assigned to such type of operation after they have: (1) completed training as required in (c) in addition to other applicable training and checking required by this Subpart; (2) successfully passed the</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	checks verifying their proficiency in discharging their duties and responsibilities in accordance with the procedures specified in the operations manual; and (3) undertaken familiarisation flying of at least 20 hours and 15 sectors on the relevant aircraft type under the supervision of an appropriately experienced cabin crew member.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.2.2 Conversion and Differences training					
1.1030 (a) ORO.CC.250	<p>(a) An operator shall ensure that each cabin crew member does not operate on more than three aeroplane types except that, with the approval of the Authority, the cabin crew member may operate on four aeroplane types, provided that for at least two of the types: 1. non-type specific normal and emergency procedures are identical; and 2. safety equipment and type specific normal and emergency procedures are similar. (b) For the purposes of subparagraph (a) above, variants of an aeroplane type are considered to be different types if they are not similar in all the following aspects: 1. emergency exit operation; 2. location and type of portable safety equipment; and 3. type specific emergency procedures.</p> <p>(a) A cabin crew member shall not be assigned to operate on more than three aircraft types, except that, with the approval of the competent authority, the cabin crew member may be assigned to operate on four aircraft types if for at least two of the types: (1) safety and emergency equipment and type-specific normal and emergency procedures are similar; and (2) non-type-specific normal and emergency procedures are identical. (b) For the purpose of (a) and for cabin crew training and qualifications, the operator shall determine: (1) each aircraft as a type or a variant taking into account, where available, the relevant data established in accordance with Regulation (EC) No 1702/2003 for the relevant aircraft type or variant; and (2) variants of an aircraft type to be different types if they are not similar in the following aspects: (i) emergency exit operation; (ii) location and type of portable safety and emergency equipment; (iii) type-specific emergency procedures.</p>		AP		
1.995 (d) and 1.1010 ORO.CC.210(b)	<p>An operator shall ensure that each cabin crew member has completed the appropriate conversion and/or differences training covering at least the subjects listed in OPS 1.1010. (a) An operator shall ensure that each cabin crew member has completed appropriate conversion and differences training, in accordance with the applicable rules and at least the subjects listed in Appendix 1 to OPS 1.1010. The training course shall be specified in the Operations Manual. The programme and structure of the training course shall be subject to prior approval by the Authority. 1. Conversion training: A conversion course must be completed before being: (i) first assigned by the operator to operate as a cabin crew member; or (ii) assigned to operate another aeroplane type;</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>and 2. Differences training: differences training must be completed before operating: (i) on a variant of an aeroplane type currently operated; or (ii) with different safety equipment, safety equipment location, or normal and emergency safety procedures on currently operated aeroplane types or variants. (b) An operator shall determine the content of the conversion and differences training taking account of the cabin crew member's previous training as recorded in the cabin crew member's training records required by OPS 1.1035. (c) Without prejudice to OPS 1.995 (c), related elements of both initial training (OPS 1.1005) and conversion and differences training (OPS 1.1010) may be combined. (d) An operator shall ensure that: 1. conversion training is conducted in a structured and realistic manner, in accordance with Appendix 1 to OPS 1.1010; 2. differences training is conducted in a structured manner; and 3. conversion training, and if necessary differences training, includes the use of all safety equipment and all normal and emergency procedures applicable to the type or variant of aeroplane and involves training and practice on either a representative training device or on the actual aeroplane. (e) An operator shall ensure that each cabin crew member before being first assigned to duties completes the operator's CRM training and aeroplane type specific CRM, in accordance with Appendix 1 to OPS 1.1010 (j). Cabin crew who are already operating as cabin crew members with an operator, and who have not previously completed the operator's CRM training, shall complete this training by the time of the next required recurrent training and checking in accordance with Appendix 1 to OPS 1.1010 (j), including aeroplane type specific CRM, as relevant.</p> <p>Cabin crew members shall only be assigned to duties, and operate, on a particular aircraft type or variant if they: wear the operator's cabin crew uniform.</p>				
1.1010 (a) ORO.CC.125	<p>An operator shall ensure that each cabin crew member has completed appropriate conversion and differences training, in accordance with the applicable rules and at least the subjects listed in Appendix 1 to OPS 1.1010.</p> <p>(a) Each cabin crew member 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. (b) When establishing the aircraft type specific and the operator conversion training programmes and syllabi, the operator shall include, where</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	available, the mandatory elements for the relevant type as defined in the data established in accordance with Regulation (EC) No 1702/2003. (c) 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. (d) 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; (vi) evacuation procedures; (vii) pilot incapacitation procedures; (viii) applicable security requirements and procedures; (ix) crew resource management.				
1.1010 (a) ORO.CC.125	The training course shall be specified in the Operations Manual. The program and structure of the training course shall be subject to prior approval by the Authority. (a) Each cabin crew member 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. (b) 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 in accordance with Regulation (EC) No		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	1702/2003. (c) 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. (d) 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; (vi) evacuation procedures; (vii) pilot incapacitation procedures; (viii) applicable security requirements and procedures; (ix) crew resource management.				
1.1010 (b) AMC1 ORO.CC.125 & ORO.CC.130	An operator shall determine the content of the conversion and differences training taking account of the cabin crew member's previous training as recorded in the cabin crew member's training records required by OPS 1.1035. TRAINING PROGRAMMES. 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.				
1.1010 (c)	Without prejudice to OPS 1.995 (c), related elements of both initial training (OPS 1.1005) and conversion and differences training (OPS 1.1010) may be combined.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.1010 (d)(1) ORO.CC.125	<p>Conversion training is conducted in a structured and realistic manner.</p> <p>(a) Each cabin crew member 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. (b) 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 in accordance with Regulation (EC) No 1702/2003. (c) 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. (d) 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; (vi) evacuation procedures; (vii) pilot incapacitation procedures; (viii) applicable security requirements and procedures; (ix) crew resource management.</p>				
1.1010 (d)(2) ORO.CC.125	<p>Differences' training is conducted in a structured manner.</p> <p>(a) Each cabin crew member shall have completed appropriate aircraft type specific training and operator conversion training, as</p>				

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	<p>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. (b) 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 in accordance with Regulation (EC) No 1702/2003. (c) 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. (d) 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; (vi) evacuation procedures; (vii) pilot incapacitation procedures; (viii) applicable security requirements and procedures; (ix) crew resource management.</p>				
1.1010 (d)(3) ORO.CC.125	<p>Conversion training, and if necessary differences training, includes the use of all safety equipment and all normal and emergency procedures applicable to the type or variant of aeroplane and involves training and practice on either a representative training device or on the actual aeroplane.</p> <p>(a) Each cabin crew member shall have completed appropriate aircraft type specific training and operator conversion training, as</p>				

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	<p>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. (b) 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 in accordance with Regulation (EC) No 1702/2003. (c) 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. (d) 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; (vi) evacuation procedures; (vii) pilot incapacitation procedures; (viii) applicable security requirements and procedures; (ix) crew resource management.</p>				
1.1010 (e)	<p>An operator shall ensure that each cabin crew member before being first assigned to duties completes the operator's CRM training and aeroplane type specific CRM, in accordance with Appendix 1 to OPS 1.1010 (j). Cabin crew who are already operating as cabin crew members with an operator, and who have not previously completed the operator's CRM training, shall complete this training by the time of the next required recurrent</p>				

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	training and checking in accordance with Appendix 1 to OPS 1.1010 (j), including aeroplane type specific CRM, as relevant.				
1.1010 Appendix 1 (a)(1) ORO.CC.130	An operator shall ensure that: 1. conversion and differences training is conducted by suitably qualified personnel (a) In addition to the training required in ORO.CC.125, the cabin crew member 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.(b) The differences training programme shall: (1) be determined as necessary on the basis of a comparison with the training programme completed by the cabin crew member, 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. (c) 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 in accordance with Regulation (EC) No 1702/2003.				
1.1010 Appendix 1 (a)(2) ORO.CC.130	During conversion and differences training, training is given on the location, removal and use of all safety and survival equipment carried on the aeroplane, as well as all normal and emergency procedures related to the aeroplane type, variant and configuration to be operated. In addition to the training required in ORO.CC.125, the cabin crew member shall complete appropriate training and checking covering any differences before being assigned on: (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.				
1.1010 Appendix 1 (b)(1)(i) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	Each cabin crew member is given realistic and practical training in the use of all firefighting equipment including protective clothing representative of that carried in the aeroplane. This training must include extinguishing a fire characteristic of an aeroplane interior fire except that, in the case of Halon extinguishers, an alternative extinguishing agent may be used REFERE TO RULE				

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1.1010 Appendix 1 (b)(1)(ii) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	This training must include the donning and use of protective breathing equipment in an enclosed, simulated smoke-filled environment. REFERE TO RULE				
1.1010 Appendix 1 (c)(1) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	Operations of doors and exits; Each cabin crew member operates and actually opens each type or variant of normal and emergency exits in the normal and emergency modes, including failure of power assist systems where fitted. This is to include the action and forces required to operate and deploy evacuation slides. This training shall be conducted in an aeroplane or representative training device. REFERE TO RULE				
1.1010 Appendix 1 (c)(2) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	The operation of all other exits, such as flight deck windows is demonstrated. REFERE TO RULE				
1.1010 Appendix 1 (d)(1) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	Each cabin crew member descends an evacuation slide from a height representative of the aeroplane's main deck sill height. REFERE TO RULE				
1.1010 Appendix 1 (d)(2) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	The slide is fitted to an aeroplane or a representative training device. REFERE TO RULE				
1.1010 Appendix 1 (d)(3) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (A further descent is made when the cabin crew member qualifies on an aeroplane type in which the main deck exit sill height differs significantly from any aeroplane type previously operated. REFERE TO RULE				

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c), (d), (e), (f), (g)					
1.1010 Appendix 1 (e)(1) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	Emergency evacuation training includes the recognition of planned or unplanned evacuations on land or water. This training must include recognition of when exits are unusable or when evacuation equipment is unserviceable REFERE TO RULE				
1.1010 Appendix 1 (e)(2)(i) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	Each cabin crew member is trained to deal with an in-flight fire, with particular emphasis on identifying the actual source of the fire. REFERE TO RULE				
1.1010 Appendix 1 (e)(2)(ii) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	Each cabin crew member is trained to deal with severe air turbulence. REFERE TO RULE				
1.1010 Appendix 1 (e)(2)(iii) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	Each cabin crew member is trained to deal with sudden decompression, including the donning of portable oxygen equipment by each cabin crew member. REFERE TO RULE				
1.1010 Appendix 1 (e)(2)(iv) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	Each cabin crew member is trained to deal with other in-flight emergencies. REFERE TO RULE				
1.1010 Appendix 1 (f) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (An operator shall ensure that training is provided on the practical aspects of crowd control in various emergency situations, as applicable to the aeroplane type. REFERE TO RULE				

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c), (d), (e), (f), (g)					
1.1010 Appendix 1 (g) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	An operator shall ensure that, unless the minimum flight crew is more than two, each cabin crew member is trained in the procedure for flight crew member incapacitation and shall operate the seat and harness mechanisms. Training in the use of flight crew members' oxygen system and use of the flight crew members' check lists, where required by the operator's SOP's, shall be conducted by a practical demonstration. REFERE TO RULE				
1.1010 Appendix 1 (h) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	Each cabin crew member is given realistic training on, and demonstration of, the location and use of safety equipment including the following: (1) slides, and where non-self-supporting slides are carried, the use of any associated ropes; (2) life-rafts and slide-raft, including the equipment attached to, and/or carried in, the raft; (3) lifejackets, infant lifejackets and flotation cots; (4) dropout oxygen system; (5) first-aid oxygen; (6) fire extinguishers; (7) fire axe or crow-bar; (8) emergency lights including torches; (9) communication equipment, including megaphones; (10) survival packs, including their contents; (11) pyrotechnics (actual or representative devices); (12) first-aid kits, emergency medical kits, their contents and emergency medical equipment; and (13) Other cabin safety equipment or systems where applicable. REFERE TO RULE				
1.1010 Appendix 1 (i) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	Passenger briefing/safety demonstrations. An operator shall ensure that training is given in the preparation of passengers for normal and emergency situations in accordance with OPS 1.285. REFERE TO RULE				
1.1010 Appendix 1 (j) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	When initial medical aspects and first aid training has not included the avoidance of infectious diseases, especially in tropical and sub-tropical climates, such training shall be provided if an operator's route network is extended or changed to include such areas. REFERE TO RULE				
1.1010 Appendix 1 (k) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (Conversion and Differences training must include Crew Resource Management.(see also CRM Training) REFERE TO RULE				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
g)					
1.1025 (b)(2) AMC1 ORO.CC.115(d)	An operator shall ensure that each cabin crew member undergoes checks for Conversion and Differences training. 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.				
1.1012 AMC1 ORO.CC.135	An operator shall ensure that, following completion of conversion training, each cabin crew member completes familiarization prior to operating as one of the minimum number of cabin crew required by OPS 1.990. FAMILIARISATION FLIGHTS AND AIRCRAFT FAMILIARISATION VISITS. (a) For commercial air transport 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 cabin crew member having no previous comparable operating experience should participate in: (i) a familiarisation visit as described in (c) to the aircraft to be operated; and (ii) familiarisation flights as described in (b). (2) Cabin crew operating on a subsequent aircraft type A cabin crew member assigned to operate on a subsequent aircraft type with the same operator should participate either in a: (i) familiarisation flight as described in (b); or (ii) familiarisation visit as described in (c) to the aircraft type to be operated. (b) 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. (c) 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				

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	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; (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. (2) An aircraft familiarisation visit may be combined with the aircraft type specific training or operator conversion training required by ORO.CC.125.				

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PART D 2.2.3 Recurrent training					
1.995 (e) ORO.CC.210(c)	An operator shall ensure that each cabin crew member shall undergo recurrent training in line with the provisions of OPS 1.1015. Cabin crew members shall only be assigned to duties, and operate, on a particular aircraft type or variant if they: comply with the other applicable requirements of this Subpart and Annex IV (Part-CAT)				
1.1015 (a) and 1.1015 Appendix 1 AMC1 ORO.CC.140	An operator shall ensure that each cabin crew member undergoes recurrent training, covering the actions assigned to each crew member in normal and emergency procedures and drills relevant to the type(s) and/or variant(s) of aeroplane on which they operate in accordance with Appendix 1 to OPS 1.1015. An operator shall ensure that recurrent training is conducted by suitably qualified persons. TRAINING PROGRAMMES. (a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.				

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1.1015 (b) ORO.CC.215(a)	<p>An operator shall ensure that the recurrent training program approved by the Authority includes theoretical and practical instruction, together with individual practice.</p> <p>(a) Training and checking programmes including syllabi required by this Subpart shall be approved by the competent authority and specified in the operations manual. (b) After a cabin crew member has successfully completed a training course and the associated check, the operator shall: (1) update the cabin crew member's training records in accordance with ORO.MLR.115; and (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.</p>		AP		
1.1015 Appendix 1 (a) AMC1 ORO.CC.140	<p>An operator shall ensure that recurrent training is conducted by suitably qualified persons.</p> <p>(a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.</p>				
1.1015 (c) AMC1 ORO.CC.	The period of validity of recurrent training and the associated checking required by OPS 1.1025 shall be 12 calendar months.				

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1.1015 Appendix 1 (b)(1) AMC1 ORO.CC.140	<p>Every 12 calendar months the program of practical training includes Emergency procedures including pilot incapacitation;</p> <p>(a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.</p>				
1.1015 Appendix 1 (b)(2) AMC1 ORO.CC.140	<p>Evacuation procedures including crowd control techniques;</p> <p>(a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when</p>				

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	CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.				
1.1015 Appendix 1 (b)(3) AMC1 ORO.CC.140	Touch-drills by each cabin crew member for opening normal and emergency exits for passenger evacuation; (a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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				

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	actual source of fire or smoke.				
1.1015 Appendix 1 (b)(4) AMC1 ORO.CC.140	<p>The location and handling of emergency equipment, including oxygen systems, and the donning by each cabin crew member of lifejackets, portable oxygen and protective breathing equipment (PBE);</p> <p>(a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.</p>				
1.1015 Appendix 1 (b)(5) AMC1 ORO.CC.140	<p>Medical aspects and first-aid, first-aid kits, emergency medical kits, their contents and emergency medical equipment;</p> <p>(a) Elements of the 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. (3) 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</p>				

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	year cycle to the level required by Column 'Annual Recurrent Training'; (ii) the definition and implementation of the programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.				
1.1015 Appendix 1 (b)(6) AMC1 ORO.CC.140	Stowage of articles in the cabin; (a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member to extinguish a fire characteristic of an aircraft interior fire except that, in the case of				

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	halon extinguishers, an alternative extinguishing agent may be used. Training should place particular emphasis on identifying the actual source of fire or smoke.				
1.1015 Appendix 1 (b)(7) AMC1 ORO.CC.140	Security procedures; (a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.				
1.1015 Appendix 1 (b)(8) AMC1 ORO.CC.140	Incident and accident review; (a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when				

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	CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.				
1.1015 Appendix 1 (b)(9) AMC1 ORO.CC.140	Awareness of the effects of surface contamination and the need to inform the flight crew of any observed surface contamination; (a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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				

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	actual source of fire or smoke.				
1.1015 Appendix 1 (b)(10) AMC1 ORO.CC.140	<p>Every 12 calendar months the program of practical training includes Crew resource management (CRM).</p> <p>(a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.</p>				
1.1015 Appendix 1 (c)(1) AMC1 ORO.CC.140	<p>At intervals not exceeding 3 years, recurrent training also [in addition to (1.1015 Appendix 1 (b) (1)-(10))] includes: Each cabin crew member operating and actually opening each type or variant of normal and emergency exit in the normal and emergency modes, including failure of power assist systems where fitted. This is to include the action and forces required to operate and deploy evacuation slides. This training shall be conducted in an aeroplane or representative training device;</p> <p>(a) Elements of the 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</p>				

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	<p>emergency procedures should cover pilot incapacitation procedures and crowd control techniques. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.</p>				
<p>1.1015 Appendix 1 (c)(2) AMC1 ORO.CC.140</p>	<p>At intervals not exceeding 3 years: Demonstration of the operation of all other exits including flight deck windows;</p> <p>(a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew</p>				

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	members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.				
1.1015 Appendix 1 (c)(3)(i) AMC1 ORO.CC.140	<p>At intervals not exceeding 3 years: Each cabin crew member being given realistic and practical training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft including that each cabin crew member extinguishing a fire characteristic of an aeroplane interior fire except that, in the case of Halon extinguishers, an alternative extinguishing agent may be used;</p> <p>(a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.</p>				

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1.1015 Appendix 1 (c)(3)(ii) AMC1 ORO.CC.140	<p>At intervals not exceeding 3 years: Each cabin crew member being given realistic and practical training in the donning and use of protective breathing equipment by each cabin crew member in an enclosed, simulated smoke-filled environment.</p> <p>(a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.</p>				
1.1015 Appendix 1 (c)(4) AMC1 ORO.CC.140	<p>At intervals not exceeding 3 years, recurrent training also [in addition to (1.1015 Appendix 1 (b) (1)-(10))] includes use of pyrotechnics (actual or representative devices)</p> <p>(a) Elements of the 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. (3) 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</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	Training'; (ii) the definition and implementation of the programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.				
1.1015 Appendix 1 (c)(5) AMC1 ORO.CC.140	At intervals not exceeding 3 years, recurrent training also [in addition to (1.1015 Appendix 1 (b) (1)-(10))] includes demonstration of the use of the life-raft, or slide-raft, where fitted. (a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member to extinguish a fire				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	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.				
1.1015 Appendix 1 (c)(6) AMC1 ORO.CC.140	<p>At intervals not exceeding 3 years, recurrent training also [in addition to (1.1015 Appendix 1 (b) (1)-(10))] includes that each cabin crew member is trained in the procedure for flight crew member incapacitation and shall operate the seat and harness mechanisms (unless the minimum flight crew is more than two). Training in the use of flight crew members' oxygen system and use of the flight crew members' check lists, where required by the operator's SOP's, shall be conducted by a practical demonstration.</p> <p>(a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.</p>				
1.1015 Appendix 1 (d) AMC1 ORO.CC.140	<p>An operator shall ensure that all appropriate requirements of Annex III, OPS 1 are included in the training of cabin crew members.</p> <p>(a) Elements of the annual recurrent training programme. (1) Training on the location and handling of safety and emergency</p>				

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	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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.				
1.1220 (e) SPA.DG.105	<p>An operator shall ensure that all staff who requires dangerous goods training receives recurrent training at intervals of no longer than 2 years.</p> <p>To obtain the approval to transport dangerous goods, the operator shall in accordance with the technical instructions: (a) establish and maintain a training programme for all personnel involved and demonstrate to the competent authority that adequate training has been given to all personnel; (b) establish operating procedures to ensure the safe handling of dangerous goods at all stages of air transport, containing information and instructions on: (1) the operator's policy to transport dangerous goods; (2) the requirements for acceptance, handling, loading, stowage and segregation of dangerous goods; (3) actions to take in the event of an aircraft accident or incident when dangerous goods are being carried; (4) the response to emergency situations involving dangerous goods; (5) the removal of any possible contamination; (6) the duties of all personnel involved, especially with relevance to ground handling and aircraft handling; (7) inspection for damage,</p>				

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	leakage or contamination; (8) dangerous goods accident and incident reporting.				
1.1025 (b)(3)	An operator shall ensure that each cabin crew member undergoes checks for Recurrent training.				

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PART D 2.2.4 Refresher training					
1.1020 (a) ORO.CC.145(a), (b)	<p>An operator shall ensure that each cabin crew member who has been absent from all flying duties for more than 6 months and still remains within the period of the previous check required by OPS 1.1025(b)(3) completes refresher training specified in the Operations Manual as prescribed in Appendix 1 to OPS 1.1020.</p> <p>(a) When a cabin crew member, 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. (b) 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. (c) The operator may elect to replace refresher training by recurrent training if the reinstatement of the cabin crew member'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.EN 25.10.2012 Official Journal of the European Union L 296/57 SECTION</p>				
1.1020 (b) ORO.CC.145(a), (b)	<p>An operator shall ensure that when a cabin crew member has not been absent from all flying duties, but has not, during the preceding 6 months, undertaken duties on a type of aeroplane as a cabin crew member required by OPS 1.990 (b), before undertaking such duties on that type, the cabin crew member either: (1) Completes refresher training on the type; or (2) Operates two re-familiarization sectors during commercial operations on the type.</p> <p>(a) When a cabin crew member, 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,</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>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. (b) 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. (c) The operator may elect to replace refresher training by recurrent training if the reinstatement of the cabin crew member'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.EN 25.10.2012 Official Journal of the European Union L 296/57 SECTION</p>				
1.1020 Appendix 1 AMC1 ORO.CC.145	<p>An operator shall ensure that refresher training is conducted by suitable qualified persons and, for each cabin crew member, includes at least the following: 1 emergency procedures including pilot incapacitation; 2 evacuation procedures including crowd control techniques; 3 the operation and actual opening of each type or variant of normal and emergency exit in the normal and emergency modes, including failure of power assist systems where fitted. This is to include the action and forces required to operate and deploy evacuation slides. This training shall be conducted in an aeroplane or representative training device; 4 demonstration of the operation of all other exits including flight deck windows; and 5 the location and handling of emergency equipment, including oxygen systems, and the donning of lifejackets, portable oxygen and protective breathing equipment.</p> <p>TRAINING PROGRAMME. (a) Training on emergency procedures should include pilot incapacitation procedures and crowd control techniques as applicable to the aircraft tpe; and (b) Operation of doors and exits by each cabin crew member should include failure of power assist systems where fitted as well as the action and forces required to operate and deploy evacuation slides.</p>				

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1.1020 Appendix 1 (1) AMC1 ORO.CC.145	Refresher training. An operator shall ensure that refresher training is conducted by suitable qualified persons and, for each cabin crew member, includes at least the following: 1 emergency procedures including pilot incapacitation; TRAINING PROGRAMME. (a) Training on emergency procedures should include pilot incapacitation procedures and crowd control techniques as applicable to the aircraft tpe; and (b) Operation of doors and exits by each cabin crew member should include failure of power assist systems where fitted as well as the action and forces required to operate and deploy evacuation slides.				
1.1020 Appendix 1 (2) AMC1 ORO.CC.145	Refresher training. An operator shall ensure that refresher training is conducted by suitable qualified persons and, for each cabin crew member, includes at least the following: evacuation procedures including crowd control techniques; TRAINING PROGRAMME. (a) Training on emergency procedures should include pilot incapacitation procedures and crowd control techniques as applicable to the aircraft tpe; and (b) Operation of doors and exits by each cabin crew member should include failure of power assist systems where fitted as well as the action and forces required to operate and deploy evacuation slides.				
1.1020 Appendix 1 (3) AMC1 ORO.CC.145	Refresher training. An operator shall ensure that refresher training is conducted by suitable qualified persons and, for each cabin crew member, includes at least the following: the operation and actual opening of each type or variant of normal and emergency exit in the normal and emergency modes, including failure of power assist systems where fitted. This is to include the action and forces required to operate and deploy evacuation slides. This training shall be conducted in an aeroplane or representative training device; TRAINING PROGRAMME. (a) Training on emergency procedures should include pilot incapacitation procedures and crowd control techniques as applicable to the aircraft tpe; and (b) Operation of doors and exits by each cabin crew member should include failure of power assist systems where fitted as well as the action and forces required to operate and deploy evacuation slides.				
1.1020 Appendix 1 (4) AMC1 ORO.CC.145	Refresher training. An operator shall ensure that refresher training is conducted by suitable qualified persons and, for each cabin crew member, includes at least the following:demonstration of the operation of all other exits including flight deck windows; TRAINING PROGRAMME. (a) Training on emergency procedures should include pilot incapacitation procedures and crowd control techniques as applicable to the aircraft tpe; and (b) Operation of				

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	doors and exits by each cabin crew member should include failure of power assist systems where fitted as well as the action and forces required to operate and deploy evacuation slides.				
1.1020 Appendix 1 (5) AMC1 ORO.CC.145	<p>Refresher training. An operator shall ensure that refresher training is conducted by suitable qualified persons and, for each cabin crew member, includes at least the following: the location and handling of emergency equipment, including oxygen systems, and the donning of lifejackets, portable oxygen and protective breathing equipment</p> <p>TRAINING PROGRAMME. (a) Training on emergency procedures should include pilot incapacitation procedures and crowd control techniques as applicable to the aircraft tpe; and (b) Operation of doors and exits by each cabin crew member should include failure of power assist systems where fitted as well as the action and forces required to operate and deploy evacuation slides.</p>				
1.1025 (b)(4)	An operator shall ensure that each cabin crew member undergoes checks for Refresher training.				

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PART D 2.2.5 CRM Training					
1.1005/1.1010/1.1015 Appendix 2 Part-CC, Appendix 1	Training. 1 The CRM training syllabi, together with CRM methodology and terminology, shall be included in the Operations Manual. 2 Table 1 indicates which elements of CRM shall be included in each type of training. REFERE TO RULE				
1.1000 (e) ORO.CC.200 and AMC1 ORO.CC.200(c) and AMC1 ORO.CC.200(d)	CRM training: the operator shall ensure that all relevant elements in Appendix 2 to OPS1.1005/1.1010/1.1015 Table 1, Column (a) are integrated into the training and covered to the level required by Column (f), senior cabin crew course. (a) When more than one cabin crew member is required, the composition of the cabin crew shall include a senior cabin crew member nominated by the operator. (b) 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. (c) The senior cabin crew training course shall cover all duties and responsibilities of senior cabin crew members 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. (d) The senior cabin crew member shall be responsible to the commander for the conduct and coordination of normal and emergency procedures specified in the operations manual, including for discontinuing non-safety-related duties for safety or security purposes. (e) The operator shall establish procedures to select the most appropriately qualified cabin crew member to act as senior cabin crew member if the nominated senior cabin crew member becomes unable to operate. Changes to these procedures shall be notified to the competent authority. 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 extended range operations with two-engine aeroplanes (ETOPS) and special categories of passengers with emphasis on passengers with disabilities or				

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	<p>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).</p> <p>RESPONSIBILITY TO THE COMMANDER. When the level of turbulence so requires, and in the absence of any instructions from the flight crew, the senior cabin crew member should be entitled to discontinue non-safety related duties and advise the flight crew of the level of turbulence being experienced and the need for the fasten seat belt signs to be switched on. This should be followed by the cabin crew securing the passenger cabin and other relevant</p>				
1.1005 Appendix 1 (h)(1)(i) ORO.CC.120	<p>Crew resource management.1. Introductory CRM course: (i) a cabin crew member shall complete an introductory CRM course before being first assigned to operate as a cabin crew member. Cabin crew who are already operating as cabin crew members in commercial air transportation and who have not previously completed an introductory course, shall complete an introductory CRM course by the time of the next required recurrent training and/or checking.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.</p>				
1.1005 Appendix 1 (h)(1)(i)	Crew resource management.1. Introductory CRM course: (i) a cabin crew member shall complete an introductory CRM course				

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ORO.CC.120	<p>before being first assigned to operate as a cabin crew member. Cabin crew who are already operating as cabin crew members in commercial air transportation and who have not previously completed an introductory course, shall complete an introductory CRM course by the time of the next required recurrent training and/or checking.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.</p>				
1.1005 Appendix 1 (h)(1)(ii) ORO.CC.120	<p>Introductory CRM course: The training elements in Appendix 2 to OPS 1.1005/1.1010/1/1.1015 Table 1, Column (a) shall be covered to the level required in Column (b), introductory CRM course.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.</p>				
1.1005 Appendix 1 (h)(1)(iii) ORO.CC.120	<p>Introductory CRM course: The introductory CRM course shall be conducted by at least one cabin crew CRM instructor.</p> <p>(a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012: (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart. (b) Elements of the initial training programme may be combined with the first</p>				

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	aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.				
1.1010 Appendix 1 (k)(1) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	Crew resource management. An operator shall ensure that: 1. Each cabin crew member completes the operator's CRM training covering the training elements in Appendix 2 to OPS 1.1005/1.1010/1.1015 Table 1, Column (a) to the level required in Column (c) before undertaking subsequent aeroplane type specific CRM and/or recurrent CRM training. REFERE TO RULE				
1.1010 Appendix 1 (k)(2) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	When a cabin crew member undertakes a conversion course on another aeroplane type, the training elements in Appendix 2 to OPS 1.1005/1.1010/1.1015 Table 1, Column (a) shall be covered to the level required in Column (d), Aeroplane Type Specific CRM. REFERE TO RULE				
1.1010 Appendix 1 (k)(3) ORO.CC.130 and AMC1 ORO.CC.125 (a), (b), (c), (d), (e), (f), (g)	The Operator's CRM Training and Aeroplane Type Specific CRM shall be conducted by a least one cabin crew CRM instructor. REFERE TO RULE				
1.1015 Appendix 1 (b)(10)(i) AMC1 ORO.CC.140	The training elements in Appendix 2 to OPS 1.1005/1.1010/1.1015 Table 1, Column (a) shall be covered within a three year cycle to the level required by Column (e), Annual Recurrent CRM Training. TRAINING PROGRAMMES. (a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM				

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	instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.				
1.1015 Appendix 1 (b)(10)(ii) AMC1 ORO.CC.140	<p>The definition and implementation of this syllabus shall be managed by a cabin crew CRM instructor.</p> <p>TRAINING PROGRAMMES. (a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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</p>				

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	emphasis on identifying the actual source of fire or smoke.				
1.1015 Appendix 1 (b)(10)(iii) AMC1 ORO.CC.140	<p>When CRM training is provided by stand-alone modules, it shall be conducted by at least one cabin crew CRM instructor</p> <p>TRAINING PROGRAMMES. (a) Elements of the 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. (3) 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 programme should be managed by a cabin crew CRM instructor; and (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor. (b) Additional triennial elements of 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 cabin crew members responsible for a pair of doors/exits. (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member 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.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.3 OPERATIONS PERSONNEL CONCERNED, including crew members					
1.1045 Appendix 1 D2.3. AMC3 ORO.MLR.100	Training for operations personnel concerned, including crew members: (a) all relevant items prescribed in Subpart R (transport of dangerous goods by air); and (b) all relevant items prescribed in Subpart S (security). Training for technical crew, all relevant items prescribed in Annex IV (Part-CAT), Annex V (Part-SPA) and ORO.TC;				
1.1045 Appendix 1 D2.3.(a) AMC3 ORO.MLR.100	Training for operations personnel concerned, including crew members:(a) all relevant items prescribed in Subpart R (transport of dangerous goods by air); Training for operations personnel concerned, including crew members: (a) all relevant items prescribed in SPA.DG Subpart G of Annex IV (SPA.DG);				
1.1220 (a) CAT.OP.MPA.105	An operator shall establish and maintain staff training programs for dangerous goods, as required by the Technical Instructions, which shall be approved by the Authority. An operator shall establish and maintain staff training programmes, as required by the Technical Instructions, which shall be approved by the Authority		AP		
1.1220 (b) CAT.OP.MPA.105	An operator must ensure that staff receives dangerous goods training in the requirements commensurate with their responsibilities. An operator must ensure that staff receive training in the requirements commensurate with their responsibilities				
1.1220 (c) CAT.OP.MPA.105	An operator must ensure that training is provided or verified upon the employment of a person in a position involving the transport of dangerous goods by air. An operator must ensure that training is provided or verified upon the employment of a person in a position involving the transport of dangerous goods by air.				
1.1220 (d) CAT.OP.MPA.105	An operator shall ensure that all staff who receives dangerous goods training undertakes a test to verify understanding of their responsibilities. An operator shall ensure that all staff who receive training undertake a test to verify understanding of their responsibilities				
1.1220 (e) CAT.OP.MPA.105	An operator shall ensure that all staff who requires dangerous goods training receives recurrent training at intervals of no longer than 2 years. An operator shall ensure that all staff who require dangerous goods		AP		

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	training receive recurrent training at intervals of not longer than two years.				
1.1220 (f) CAT.OP.MPA.105	An operator shall ensure that records of dangerous goods training are maintained for all staff as required by the Technical Instructions. An operator shall ensure that records of dangerous goods training are maintained for all staff as required by the Technical Instructions.		AP		
1.1220 (g) CAT.OP.MPA.105	An operator shall ensure that his handling agent's staff is trained as required by the Technical Instructions. An operator shall ensure that his handling agent's staff are trained as required by the Technical Instructions.		AP		
AMC OPS 1.1220	Application for Approval of Training Programs.		AP		
1.1045 Appendix 1 D2.3.(b) and 1.1240 AMC3 ORO.MLR.100	Training for operations personnel concerned, including crew members: (b) all relevant items prescribed in Subpart S (security). An operator shall establish, maintain and conduct approved training programs which enable the operator's crew members to take appropriate action to prevent acts of unlawful interference such as sabotage or unlawful seizure of aeroplanes and to minimise the consequences of such events should they occur. The training programme shall be compatible with the National Aviation Security programme. Individual crew members shall have knowledge and competence of all relevant elements of the training programme. Training for technical crew, all relevant items prescribed in Annex IV (Part-CAT), Annex V (Part-SPA) and ORO.TC; Training for operations personnel concerned, including crew members: (a) all relevant items prescribed in SPA.DG Subpart G of Annex IV (SPA.DG); and (b) all relevant items prescribed in Annex IV (Part-CAT) and ORO.SEC; TRAINING PROGRAMME. (a) The operator should indicate for the approval of the training programme how the training will be carried out. For formal training courses, the course objectives, the training programme syllabus/curricula and examples of the written examination to be undertaken should be included. (b) Instructors should have knowledge of training techniques as well as in the field of transport of dangerous goods by air so that the subject is covered fully and questions can be adequately answered. (c) Training intended to give general information and guidance may be by any means including handouts, leaflets, circulars, slide presentations, videos, computer-based training, etc., and may take place on-the-job or off-the-job. The person being trained should receive an overall awareness of the subject. This				

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	<p>training should include a written, oral or computer-based examination covering all areas of the training programme, showing that a required minimum level of knowledge has been acquired. (d) Training intended to give an in-depth and detailed appreciation of the whole subject or particular aspects of it should be by formal training courses, which should include a written examination, the successful passing of which will result in the issue of the proof of qualification. The course may be by means of tuition, as a self-study programme, or a mixture of both. The person being trained should gain sufficient knowledge so as to be able to apply the detailed rules of the Technical Instructions. (e) Training in emergency procedures should include as a minimum: (1) for personnel other than crew members: (i) dealing with damaged or leaking packages; and (ii) other actions in the event of ground emergencies arising from dangerous goods; (2) for flight crew members: (i) actions in the event of emergencies in flight occurring in the passenger compartment or in the cargo compartments; and (ii) the notification to ATS should an in-flight emergency occur; (3) for crew members other than flight crew members: (i) dealing with incidents arising from dangerous goods carried by passengers; or (ii) dealing with damaged or leaking packages in flight. (f) Training should be conducted at intervals of no longer than 2 years.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 2.4 OPERATIONS PERSONNEL OTHER THAN CREW MEMBERS					
1.1045 Appendix 1 D2.4. AMC3 ORO.MLR.100	Training for operations personnel other than crew members (e.g. dispatcher, handling personnel, etc.). All other relevant items prescribed in OPS pertaining to their duties. for operations personnel other than crew members (e.g. dispatcher, handling personnel etc.), all other relevant items prescribed in Annex IV (Part-CAT) and in this Annex pertaining to their duties.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART D 3 TRAINING PROCEDURES					
1.1045 Appendix 1 D3.1. AMC3 ORO.MLR.100	Procedures for training and checking. Procedures for training and checking.				
1.1045 Appendix 1 D3.2. AMC3 ORO.MLR.100	Procedures to be applied in the event that personnel do not achieve or maintain the required standards. Procedures to be applied in the event that personnel do not achieve or maintain the required standards.				
1.1045 Appendix 1 D3.3. AMC3 ORO.MLR.100	Procedures to ensure that abnormal or emergency situations requiring the application of part or all of abnormal or emergency procedures and simulation of IMC by artificial means are not simulated during commercial air transportation flights 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.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
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Additional remarks

End of Compliance List