


OPERATIONS ADVISORY NOTICE (OAN)		 Transport Malta Civil Aviation Directorate Flight Operations Inspectorate Vjal L-Avjazzjoni Luqa LQA 9023 Malta
OAN Number: 06/2015	Issue Date: 24th December, 2015	
Subject: Crew Training Programmes		

1.0 Introduction

The Flight Operations Inspectorate would like to clarify the requirements of EU 965/2012 Part ORO.FC.230 concerning recurrent training and checking as a number of deficiencies have been identified with certain OM-Ds that have been submitted.

2.0 CRM Training Programmes

AMC1.ORO.FC.230 (3)(ii) specifies the CRM mandatory topics that need to be covered over a period not exceeding 3 years. In this respect, Operators are solicited to ensure that evidence of the specific topics to be covered each year of the 3 year cycle is detailed in the OM-D.

A further requirement mandated by the above rule is that crew attending any required CRM training need to complete a de-identifiable evaluation sheet at the end of the stated course. The feedback obtained from the evaluation sheets should then be analysed in order to assess the effectiveness of that particular CRM training and to implement any possible revisions that may be deemed necessary to improve similar future courses.

A copy of the specific evaluation sheet needs to be inserted in the OM-D.

3.0 Aircraft/FSTD Training Syllabi

AMC.ORO.FC.230 (4)(i)(A) states that any aircraft/FSTD training programme should be established such that all major failures of aircraft systems and associated procedures are covered in the preceding 3 year period. In this respect, Operators need to primarily identify those technical system failures for the specific aircraft type and variant that could adversely impact flight safety and that would require periodical training to ensure that flight crew are proficient in attending to such failures in terms of aircraft handling, procedures and checklists. Operators would then need to incorporate such failures, together with any other relevant training, into sequential simulator programmes that cover the 3 year period requirement. Instructors/examiners would need to follow the specific simulator programmes in order to ensure compliance with the above requirement. The programmes need to be inserted in the OM-D.

Furthermore, whenever an FSTD is used for training and/or checking, the instructor/examiner is required to highlight the differences that exist between the FSTD and the aircraft type and/or variant (refer to AMC2 ORO.FC.240 (d)(1)) prior to the start of the training session or check. The FSTD user approval for the simulator concerned states any significant variation that may be present.

4.0 Line Checks

AMC.ORO.FC.230 (c)(2) specifies the need that line checks may be conducted by suitably qualified commanders nominated by the operator trained in CRM concepts and the assessment of CRM skills.

In this respect, the OM-D would need to specify the minimum criteria requirements and the associated responsibilities for suitably qualified commanders holding the post of TRI, TRE or LTC. With respect to the LTC, operators would need to ensure that an instructional course would have been completed prior to the appointment of the LTC. This instructional course would need to provide a firm understanding of how to identify and uphold appropriate CRM concepts and also the manner to evaluate non-technical skills. Attending an initial qualifying CRM course and any subsequent recurrent CRM training would be insufficient to qualify a commander for the post of a LTC.

The Flight Operations Inspectorate would need to be informed of the appointment of an LTC by the operator.

5.0 Conclusion

Operators are hereby requested to review their respective OM-D and to make the required changes to reflect the requirements of ORO.FC.230 and to kindly forward any NPA (Notice of Proposed Amendments) to aiops.tm@transport.gov.mt.

Flight Operations Inspectorate