


OPERATIONS ADVISORY NOTICE (OAN)		 Transport Malta Civil Aviation Directorate Flight Operations Inspectorate Transport Malta Malta Transport Centre Pantar Road Lija LJA 2021 Malta
OAN Number: 04/23	Issue Date: 15/09/2023	
Subject: OPC Checking on Aircraft		

The purpose of this Operations Advisory Notice is to provide organisations holding an Air Operator Certificate (AOC), with details on how to obtain approval to conduct OPC in aircraft when no FSTD for the aircraft type exists or is not available.

Operators intending to conduct proficiency checks on the aeroplane are required to adhere to the below requirements:

1. Operators are to submit an application in Centrik specifying the reason for doing this and giving details of the date of flight, flight profile, aeroplane type, registration name of TRE, name of crew and license and medical details of all. Details are required in case TM CAD plans to conduct oversight of such flight. Where a simulator for the aircraft type exists but is not available the operator shall submit with the application evidence that it is not possible for the check to be conducted on this FFS.
2. Flight must be planned in accordance with the provisions stated OM A Section 8.7 and shall not carry passengers. Airports used for such checks shall be Cat A or B that require only a short briefing by the TRI and that are able to handle such training without excessive delays due to traffic density. Positioning flights may be used if required and if the airport for departure and arrival is suited for such training.
3. The TRE shall occupy one of the pilot's seat or if another TRI is present the observer seat. Irrespective of the crew composition or the role undertaken by the TRE, he shall evaluate the CRM skills in accordance with AMC1 ORO.FC.115 point (h). If the aircraft has no jump seat the TRE will occupy the LHS or RHS pilot seat.
4. Irrespective of whether the aircraft is certified single-pilot or multi-pilot, if the pilot duties are in MP role as indicated in OM A, the OPC shall be completed as Multi Pilot. If the pilot is engaged in both SP and MP the OPC will be completed in both roles.
5. Regardless of which seat he occupies the TRE will be the designated commander of the flight.
6. If the TRE is not employed by the operator, he shall receive a familiarisation briefing by the operator on the procedures, operations, and SOP of the company as well as a briefing on the method used by the operator for the CRM skills evaluation as indicated in the OM D and company forms. This briefing must be recorded. During the OPC the TRE shall apply the company procedures and SOP. All external examiners shall be listed in the OM D, must possess an updated copy of the Operator's manuals. The compliance monitoring programme of the operator shall monitor the standardisation of such examiners.
7. The OPC shall only be conducted on the aircraft for recurrent checking purposes only. Initial OPC at the end of the OCC course or at the completion of a command course shall be conducted on the simulator if available for the aircraft type.

8. For recurrent checking of LVO CAT II and III as part of the OPC as required by AMC1 SPA.LVO.120, point (f) it is mandatory to use the simulator.
9. The operator will need to enter the OPC on the aircraft as a hazard in the hazard log and complete a safety risk assessment which may be valid for all the OPC but updated to reflect the current conditions on the day and airport circumstances. The FDM (when applicable) shall include monitoring of all flights conducted in this manner. Where the residual risk remains higher than acceptable levels mitigation measures that may include cancellation of flight must be taken.
10. It is the responsibility of the commander to evaluate the risk on the day and ensure that the conditions are suitable for the checks required.
11. The operator that intends to conduct OPC on the aircraft shall establish and keep updated on the OM D the following procedures:
 - a. The requirement to apply for the approval of the programme in Centrik.
 - b. A description of the flight profile as indicated above.
 - c. Composition of the crew and their roles.
 - d. The nomination of any external TRE and the familiarisation required by the operator.
 - e. Validity period of the OPC in flight including reasons for completing such checks in flight.
 - f. A statement that if an FFS becomes available the OPC will be conducted on the FFS.
 - g. Detailed syllabus including all manoeuvres to be conducted in flight or on the ground real or simulated in accordance with AMC1 ORO.FC.230 (b)(1) and with aircraft AFM/FCOM/FCTM procedures including minimum altitude for all emergency manoeuvres on take-off in flight and landing. Where parts of the OPC are conducted in a suitable FSTD/FTD approved for the exercise then this shall be indicated in the syllabus.
 - h. Minimum safe altitudes, weather minima for the training and weather minima established for the safe execution of the flight emergency manoeuvres to guarantee an acceptable level of risk in accordance with point (e)(3) of AMC1 ORO.FC.230.
 - i. The procedures for using and the weather minima or limitations in accordance with ORO.FC.230 (b)(2) for the use of the IMC Hood.
 - j. A training programme including areas where for safety reason cannot be used during the check flight. Such a training programme shall be included in the OM D.
 - k. All procedures and programmes used for conducting OPC in flight shall be approved by TM CAD. It will not be necessary to obtain individual approval for each flight but an application is required for every flight.

- l. For aircraft types where no FSTD exists all training and checking shall be conducted on the aircraft.
- m. All engine failures shall be simulated.
- n. Rejected Take Off shall be touch drills.
- o. TCAS RA response shall be touch drills.
- p. Minimum altitude for engine failure glide procedure shall be to a minimum established altitude where it can be ascertained that a safe landing will be accomplished.

Flight Operations Inspectorate