


OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
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	<h2>EXPANDED COMPLIANCE LIST OPERATIONS MANUAL, PART D, TRAINING</h2>
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The Compliance List is based on EU-OPS 1 (Commission Regulation (EC) No 859/2008, 20th September 2008)

**Operator:**

**Latest Operations Manual Part D revision dated:**

**This compliance list has been checked (date):**

**This compliance list has been checked by (name):**

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**Note: The headings and subheadings in compliance list, part D, are not described in OPS as presented in this compliance list.**

**Contents of the compliance list:**

This compliance list is a tool for the Operator and the Authority to prepare and check the required Operations Manual.

Each line contains a reference to one or more EU-OPS paragraph (or AMC, IEM ACJ paragraph) to call the user's attention when determining or checking the Operations Manual reference. The Operations Manual must use the headings and subheadings given in Appendix 1 to OPS 1.1045 as applicable, which are introduced in the column REQUIREMENT. The text in the REQUIREMENT column can only be a short description of the original text, so the user is supposed to read the whole text in each OPS paragraph mentioned. The correlation between OPS paragraphs and the Operations Manual shall be entered in the column OM-D reference. If an OPS paragraph is not applicable to the Operator, N/A should be marked.

The column COMMENTS is for user notes and declarations if needed.

The column APP is for reminding when authority acceptance (AC) or approval (AP) is needed.

The column STATUS is for the Authority to note when the applicable OPS and OM reference is in accordance with the requirements, if applicable and acceptable.

All lines in this compliance list should have a remark either stating which OM reference is concerned, or N/A if not applicable.

**This compliance list is a tool NOT replacing the original EU-OPS. The user should read and check the items in accordance with the published OPS in force.**

In case any error or deficiency is found in this list, it should be notified to the Authority to make the corrections needed.

All suggestions or corrections to this compliance list will be considered for improving and developing the list, and to make it easier for the Operator and the Authority to use.

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<b>PART D</b>	<b>0. ADMINISTRATION AND CONTROL OF OPERATIONS MANUAL</b>				
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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.		AP		
1.1045 (b) and (c)	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. An operator shall ensure that, the detailed structure of the Operations Manual is acceptable to the Authority.		AC		
1.1040 (g) and 1.1045 Appendix 1 A 0.2	General Rules for Operations Manuals . (1.1045 Appendix 1 A 0.2 as applicable)				
1.1045 Appendix 1 A 0.1 (d)	Explanations and definitions of terms and words needed for the use of the manual.				
1.1045 Appendix 1 A 0.2 (a)	Details of the person(s) responsible for the issuance and insertion of amendments and revisions.				
1.1045 Appendix 1 A 0.2 (b)	A record of amendments and revisions with insertion dates and effective dates.				
1.1045 Appendix 1 A 0.2 (d)	A description of the system for the annotation of pages and their effective dates.				
1.1045 Appendix 1 A 0.2 (e)	A list of effective pages.				
1.1045 Appendix 1 A 0.2 (f)	Annotation of changes (on text pages and, as far as practicable, on charts and diagrams).				
1.1045 Appendix 1 A 0.2 (g)	System of amendment and revision for temporary revisions.				

<b>1. GENERAL</b>					
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1.1045 Appendix 1 D 1.	Training syllabi and checking programmes for all operations personnel assigned to operational duties in connection with the preparation and/or conduct of a flight.				
1.155 (1) 1.1045 Appendix 1 D 4. 1.1035	Preservation of documentation. Description of documentation to be stored. Training records.				
1.1065 Appendix 1	Document storage periods.				
1.175 (i)(3)	The operator must have nominated post holders, acceptable to the Authority, who are responsible for the management and supervision of the Crew training.		AC		
1.175 Appendix 2 (b)(2)	The operator must make arrangements to ensure continuity of supervision in the absence of nominated post holder of the Crew training.				
1.175 Appendix 2 (e)	The operator must make arrangements for the production of manuals, amendments and other documentation.				
1.370	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.				

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
1.037	Accident prevention and flight safety programme must be included in training programmes.				
1.940 (a)(3)	An operator shall ensure that all flight crew members hold an applicable and valid licence acceptable to the Authority and are suitably qualified and competent to conduct the duties assigned to them;		AC		
1.940 (a)(4)	An operator shall ensure that Procedures are established, acceptable to the Authority, to prevent the crewing together of inexperienced flight crew members.		AC		
1.940 (a)(7)	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.				

## 2. TRAINING SYLLABI AND CHECKING PROGRAMMES

### 2.1. FLIGHT CREW

#### 2.1.1. Conversion Training and checking

1.1045 Appendix 1 D 2.1	Training syllabi and checking programmes for flight crew.				
1.945 (a)(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)	The operator's conversion course and the Type or Class Rating course required for the issue of Flight Crew Licences may be combined.				
1.980 (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.				
1.980 (b), (c) and (d)	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. An operator shall specify appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual		AP		
1.945 (a)(2)	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.				
1.945 (a)(3)	Conversion training is conducted by suitably qualified personnel in accordance with a detailed course syllabus included in the Operations Manual.		AC		
1.945 (a)(4)	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.		AP		
1.945 Appendix 1 (a)(1) and AMC OPS 1.945	An operator's conversion course shall include: Ground training and checking including aeroplane systems, normal, abnormal and emergency procedures.				
1.945 Appendix 1 (a)(2) and AMC OPS 1.945	An operator's conversion course shall include: Emergency and safety equipment training and checking which must be completed before aeroplane training commences		AC		
1.945 Appendix 1 (c) and 1.945 (a)(9)	Elements of Crew Resource Management shall be integrated into the conversion course, and conducted by suitably qualified personnel.		AC		

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
AMC OPS 1.945 5.1	The supervisor nominated by the operator has to be acceptable to the Authority		AC		
1.945 Appendix 1 (a)(3) and AMC OPS 1.945	An operator's conversion course shall include Aeroplane/flight simulator training and checking.				
1.945 Appendix 1 (a)(4) and AMC OPS 1.945	An operator's conversion course shall include Line flying under supervision and line check.		AC		
AMC OPS 1.945 3.1.f	Previous certificated ditching training accepted for initial conversion training.		AC		
1.945 Appendix 1 (b)	The conversion course shall be conducted in the order set out in Appendix 1 to OPS 1.945 (a) (1)-(4) above.				
1.945 (d)	A Zero Flight Time Training (ZFTT) course.				
1.945 (d)(3)	When recommended by a Joint Operational Evaluation Board (JOEB) and approved by the Authority, the number of take-offs and landings may be reduced		AP		
1.945 Appendix 1 (d)	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.				
1.945 Appendix 1 (d)	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.				
AMC OPS 1.945 6.	Conversion training for system panel operators.				
1.945 (a)(5)	The minimum standards of qualification and experience required of flight crew members before undertaking conversion training are specified in the Operations Manual.				
1.945 (a)(6)	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.				
IEM OPS 1.945	Line Flying under Supervision.				
1.945 (a)(7)	Upon completion of line flying under supervision, the check required by OPS 1.965(c) is undertaken				
1.945 (a)(8)	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.				

<b>2.1.2. Differences Training and Familiarisation Training</b>					
1.945 (b)	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 Licences.				
1.950 (b) and (a)(1)	The operator shall specify in the Operations Manual when such differences training is required.				
1.950 (b) and (a)(2)	The operator shall specify in the Operations Manual when familiarisation training is required.				

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### 2.1.3. Nomination as commander

1.955 (a)(1)	An operator shall ensure that for upgrade to commander from co-pilot and for those joining as commanders A minimum level of experience, acceptable to the Authority, is specified in the Operations Manual.		AC		
1.955 (a)(2)	For multi-crew operations, the pilot completes an appropriate command course.				
1.955 (b)	The command course required by OPS 1.955 (a)(2) above must be specified in the Operations Manual according to OPS1.955 (b).				

### 2.1.4. Recurrent Training and Checking

1.965 (a)(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.				
1.965 (a)(2)	A recurrent training and checking programme is established in the Operations Manual and approved by the Authority.		AP		
1.965 (a)(3)	Recurrent training conducting personnel.				
1.965 (a)(4)	Recurrent checking conducting personnel.		AC		

### 2.1.5 Operator Proficiency Check

1.965 (b)(1)(i)	Each flight crew member undergoes operator proficiency checks to demonstrate his/her competence in carrying out normal, abnormal and emergency procedures.				
1.965 (b)(1)(ii)	The check is conducted without external visual reference when the flight crew member will be required to operate under IFR.				
1.965 (b)(1)(iii)	Each flight crew member undergoes operator proficiency checks as part of a normal flight crew complement.				
1.965 (b)(2)	The period of validity of an operator proficiency check shall be 6 calendar months in addition to the remainder of the month of issue.				
1.965 Appendix 1 (b)(1)(i)(A)	Recurrent checking shall comprise rejected take-off when a flight simulator is available, otherwise touch drills only.				
1.965 Appendix 1 (b)(1)(i)(B)	Recurrent checking shall comprise Take-off with engine failure between V1 and V2 or as soon as safety considerations permit.				
1.965 Appendix 1 (b)(1)(i)(C)	Recurrent checking shall comprise Precision instrument approach to minima with, in the case of multi-engined aeroplanes, one engine inoperative.				
1.965 Appendix 1 (b)(1)(i)(D)	Recurrent checking shall comprise Non-precision approach to minima.				
1.965 Appendix 1 (b)(1)(i)(E)	Recurrent checking shall comprise missed approach on instruments from minima with, in the case of multi-engined aeroplanes, one engine inoperative.				
1.965 Appendix 1 (b)(1)(i)(F)	Recurrent checking shall comprise landing with one engine inoperative. For single-engined aeroplanes a practice forced landing is required.				
1.965 Appendix 1 (b)(1)(ii)	When engine out manoeuvres are carried out in an aeroplane, the engine failure must be simulated.				

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
1.965 Appendix 1 (b)(1)(iii)	In addition to the checks prescribed in subparagraphs (i)(A) to (F) above the requirements governing the issue of flight crew licences must be completed every 12 months and may be combined with the operator proficiency check.				
1.965 Appendix 1 (b)(1)(iv)	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.				
1.965 Appendix 1 (b)(1)(v)	Operator proficiency checks must be conducted by a Type Rating Examiner.				

2.1.6 Line Check					
1.965 (c)	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.				
1.965 (c)	The period of validity of a line check shall be 12 calendar months, in addition to the remainder of the month of issue.				
1.965 Appendix 1 (b)(3)(i)	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.				
1.965 Appendix 1 (b)(3)(ii)	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.		AC		
1.965 Appendix 1 (b)(3)(iii)	CRM assessment alone shall not be used as a reason for a failure of the line check.				
1.965 Appendix 1 (b)(3)(iv)	When pilots are assigned duties as pilot flying and pilot non-flying they must be checked in both functions.				
1.965 Appendix 1 (b)(3)(v)	Line checks must be completed in an aeroplane.				
1.965 Appendix 1 (b)(3)(vi)	Line checks must be conducted by commanders nominated by the operator and acceptable to the Authority.		AC		
AMC OPS 1.965(c)	Line checks for a pilot operating as a pilot flying and pilot non-flying.				

2.1.7 Emergency and Safety Equipment training and checking					
1.965 (d)	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.				
1.965 (d)	The period of validity of an emergency and safety equipment check shall be 12 calendar months.				
1.965 Appendix 1 (a)(3)(i)	The emergency and safety equipment training programme may be combined with emergency and safety equipment checking and shall be conducted in an aeroplane or a suitable alternative training device.				
1.965 Appendix 1 (a)(3)(ii)	The contents of every year the emergency and safety equipment training programme.				
1.965 Appendix 1 (a)(3)(iii)	The contents of every 3 years the programme of training.				

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
1.965 Appendix 1 (a)(3)(iii)(C)	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.		AC		
1.965 Appendix 1 (b)(2)	Emergency and safety equipment checks.				
1.980 Appendix 1 (d)(7)(iii)	Annual emergency and safety equipment training and checking must cover all requirements for each type.				

#### 2.1.8 Crew Resource Management training (CRM)

1.965 (e) jand 1.965 Appendix 1 (a)(4)	Each flight crew member undergoes specific modular CRM training. All major topics of CRM training shall be covered over a period not exceeding 3 years.				
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)/1.965(e) .8.2	Prior to the introduction of CRM skills assessment, a detailed description of the CRM methodology including terminology used, acceptable to the Authority, should be published in the Operations Manual.		AC		

#### 2.1.9 Ground and Refresher training

1.965 (f)	An operator shall ensure that each flight crew member undergoes ground and refresher training at least every 12 calendar months.				
1.965 Appendix 1 (a)(1)(i)	The contents of ground and refresher training programme.				
1.965 Appendix 1 (a)(1)(ii)	Knowledge of the ground and refresher training shall be verified by a questionnaire or other suitable methods.				

#### 2.1.10 Aeroplane/STD training

1.965 (g)	An operator shall ensure that each flight crew member undergoes aeroplane/STD training at least every 12 calendar months.				
1.965 Appendix 1 (a)(2)(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 3-year period.				
1.965 Appendix 1 (a)(2)(ii)	When engine-out manoeuvres are carried out in an aeroplane, the engine failure shall be simulated.				
1.965 Appendix 1 (a)(2)(iii)	Aeroplane/STD training may be combined with the operator proficiency check.				
1.005 (d), 1.970, 1.945 (d) (2), 1.978 (a) and 1.978(b)	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.		AP		
AMC OPS 1.945 para 5.1	Supervision flying with an acceptable, nominated flight crew member.		AC		

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### 2.1.11 Recurrent training and checking – System Panel Operators

1.965 Appendix 2	Recurrent training and checking – System Panel Operators.				
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### 2.1.12 Route and aerodrome competence qualification

1.968 (a)(1)	A pilot who may be assigned to operate in either pilot's seat completes appropriate training and checking.				
1.968 (a)(2)	The training and checking programme is specified in the Operations Manual and is acceptable to the Authority.		AC		
1.975 (a)	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.				
AMC OPS 1.975	The contents of Route competence training.				
AMC OPS 1.975	The methods of familiarization for Route competence training.				
AMC OPS 1.975	Aerodrome competence		AC AP		
AMC OPS 1.975 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.		AP		
1.005 (d)	An operator intending to use such STD must obtain approval from the Authority.				
1.975 (b) and (d)	The period of validity of the route and aerodrome competence qualification shall be 12 calendar months.				
1.975 (c)	Route and aerodrome competence qualification.				
1.978	Alternative Training and Qualification Programme.		AP		

### 2.1.13 Low visibility operations – Training and Qualifications

#### 2.1.13.1 General - Low Visibility Operations

1.435	Terminology.				
1.005 (d) 1.450 Appendix 1 (d)(2)	LVO conversion training; Simulator approval for practice approaches.		AP		
1.440 Appendix 1 (b)(1)	Operational demonstration: 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.		AP		
1.440 Appendix 1 (b)(2)	Operational Demonstration: The Authority may 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.		AC		

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
1.450 (1)	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 each flight crew member completes the training and checking requirements (see Appendix 1 to OPS 1.450).				
1.450 (2)	The training and checking is conducted in accordance with a detailed syllabus approved by the Authority and included in the Operations Manual.		AP		
1.450 (3) and 1.455 (b)(3)	The flight crew qualification is specific to the operation and the aeroplane type.  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.				
1.450 Appendix 1 (a)	Abbreviated course of LVO training to be acceptable		AC		
1.455 Appendix 1 (a) Note 2	Other forms of guidance systems or displays for LVO may be certificated and approved.		AP		
1.450 Appendix 1 (a)(1)	Flight crew members with no Category II or Category III experience must complete the full training programme prescribed in OPS 1.450 Appendix 1.		AC		
1.450 Appendix 1 (a)(2)(ii)	Flight crew members with Category II or Category III experience with a similar type of operation or Category II with manual land if appropriate with another Community operator.		AP		
1.450 Appendix 1 (a)(3)	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.				
1.450 Appendix 1 (a)(4)	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.				
<b>2.1.13.2 Initial ground training course for Low Visibility Operations</b>					
1.450 Appendix 1 (b)(1)	The characteristics and limitations of the ILS and/or MLS.				
1.450 Appendix 1 (b)(2)	The characteristics of the visual aids.				
1.450 Appendix 1 (b)(3)	The characteristics of fog.				
1.450 Appendix 1 (b)(4)	The operational capabilities and limitations of the particular airborne system to include HUD symbology and EVS characteristics if appropriate.				
1.450 Appendix 1 (b)(5)	The effects of precipitation, ice accretion, low level wind shear and turbulence.				
1.450 Appendix 1 (b)(6)	The effect of specific aeroplane/system malfunctions.				
1.450 Appendix 1 (b)(7)	The use and limitations of RVR assessment systems.				
1.450 Appendix 1 (b)(8)	The principles of obstacle clearance requirements.				
1.450 Appendix 1 (b)(9)	Recognition of and action to be taken in the event of failure of ground equipment.				
1.450 Appendix 1 (b)(10)	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).				

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
1.450 Appendix 1 (b)(11)	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.				
1.450 Appendix 1 (b)(12)	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 (b)(13)	The qualification requirements for pilots to obtain and retain approval to conduct Low Visibility Take-offs and Category II or III operations.				
1.450 Appendix 1 (b)(14)	The importance of correct seating and eye position.				
<b>2.1.13.3 Flight Simulator training and/or flight training</b>					
1.450 Appendix 1 (c) (1)(i)	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.				
1.450 Appendix 1 (c) (1)(ii)	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.				
1.450 Appendix 1 (c) (1)(iii)	An operator must ensure that Flight Simulator and/or flight training for Low Visibility Operations includes monitoring of Automatic flight control systems and HUD/HUDLS/EVS guidance status.				
1.450 Appendix 1 (c) (1)(iv)	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)	The effect of known unserviceabilities and use of minimum equipment lists.				
1.450 Appendix 1 (c) (1)(vi)	Operating limitations resulting from airworthiness certification.				
1.450 Appendix 1 (c) (1)(vii)	Guidance on the visual cues required at decision height together with information on maximum deviation allowed from glide path or localizer.				
1.450 Appendix 1 (c) (1)(viii)	The importance and significance of Alert Height if applicable and the action in the event of any failure above and below the Alert Height.				
1.450 Appendix 1 (c) (4)	Incapacitation procedures appropriate to Low Visibility Take-offs and Category II and III operations shall be practised.				
1.450 Appendix 1 (c) (2)	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.				
1.450 Appendix 1 (c) (3)	Training must be divided into phases covering normal operation with no aeroplane or equipment failures and equipment failure which could affect Category II or III operations.				
1.450 Appendix 1 (c) (5)	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 4 approaches.		AP		
1.005 (d)					
1.450 Appendix 1 (c) (5)	The training and procedures that are type specific shall be practised in the aeroplane.				
1.450 Appendix 1 (c) (8)	The training programme must provide practice in handling faults which require a reversion to higher minima.				
1.450 Appendix 1 (c) (10)	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.				

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**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)	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.				
1.450 Appendix 1 (c) (6)(ii)	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.				
1.450 Appendix 1 (c) (6)(iii)	Where appropriate, approaches utilising automatic flight systems to provide automatic flare, landing and roll-out.				
1.450 Appendix 1 (c) (6)(iv)	Normal operation of the applicable system both with and without acquisition of visual cues at decision height.				
1.450 Appendix 1 (c) (8)	The training programme must provide practice in handling faults which require a reversion to higher minima.				
1.450 Appendix 1 (c) (9)	The training programme must include the handling of the aeroplane when, during a fail passive Category III approach, the fault causes the autopilot to disconnect at or below decision height when the last reported RVR is 300 m or less.				
1.450 Appendix 1 (c) (11)	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.				
1.450 Appendix 1 (c) (12)	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 utilising a HUD/HUDLS or Hybrid HUD/HUDLS or an EVS, that the training and checking programme includes, where appropriate, the use of the HUD/HUDLS in normal operations during all phases of flight.				

**2.1.13.3.2 Flight Simulator training and/or flight training for subsequent phases of training**

1.450 Appendix 1 (c) (7)(i)	Subsequent phases of training must include Approaches with engine failure at various stages on the approach.				
1.450 Appendix 1 (c) (7)(ii)	Subsequent phases of training must include Approaches with critical equipment failures (e.g. electrical systems, auto flight systems, ground and/or airborne ILS/MLS systems and status monitors).				
1.450 Appendix 1 (c) (7)(iii)(A)	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				
1.450 Appendix 1 (c) (7)(iii)(B)	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.				
1.450 Appendix 1 (c) (7)(iv)	Subsequent phases of training must include failures of the systems which will result in excessive localizer and/or glide slope deviation.				
1.450 Appendix 1 (c) (7)(v)	Subsequent phases of training must include failures and procedures specific to aeroplane type or variant.				

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
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**2.1.13.4 Conversion Training Requirements to conduct Low Visibility Take-off, Category II and III Operations**

1.450 Appendix 1 (d)	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.				
1.450 Appendix 1 (d)	The flight crew member experience requirements to undertake an abbreviated course.				
1.450 Appendix 1 (d) (1)	Conversion Training Requirements including Ground Training for Low Visibility Operations.				
1.450 Appendix 1 (d) (2)(i)	A minimum of 6 (8 for HUDLS with or without EVS) approaches and/or landings in a Flight Simulator.				
1.450 Appendix 1 (d) (2)(ii)	Where no Flight simulator is available to represent that specific aeroplane, a minimum of 3 (5 for HUDLS and/or EVS) approaches including at least 1 go-around is required on the aeroplane.				
1.450 Appendix 1 (d) (2)(iii)	Appropriate additional training if any special equipment is required such as head-up displays or enhanced vision equipment.				
1.450 Appendix 1 (d) (3)(i)	The operator must ensure that each flight crew member completes a check before conducting Category II or III operations.				
1.450 Appendix 1 (d) (3)(ii)	The check prescribed in 1.450 Appendix 1(d)(3) (i) above may be replaced by successful completion of the Flight Simulator and/or flight training prescribed in 1.450 Appendix 1 (d)(2).				
1.450 Appendix 1 (d) (4)(i)	An operator must ensure that each flight crew member undergoes the following line flying under supervision (LIFUS) for <b>Category II</b> when a manual landing or a HUDLS approach to touchdown is required, a minimum of 3 landings from autopilot disconnect or 4 landings with HUDLS used to touchdown .				
1.450 Appendix 1 (d) (4)(ii)	An operator must ensure that each flight crew member undergoes the following line flying under supervision (LIFUS) for <b>Category III</b> a minimum of 2 auto lands.				
1.450 Appendix 1 (d) (4)(iii)	For Category III approaches using HUDLS to touchdown a minimum of 4 approaches.				

**2.1.13.5 Type and command experience**

1.450 Appendix 1 (e) (1)	Before commencing Category II operations the following additional requirements are applicable to the 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.				
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OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
1.450 Appendix 1 (e) (2)	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.				
1.450 Appendix 1 (e) (3)	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.		AP		

#### 2.1.13.6 Low Visibility Take-Off with RVR less than 150/200 m

1.450 Appendix 1 (f)(1)(i)	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: Normal take-off in minimum authorised RVR conditions;				
1.450 Appendix 1 (f)(1)(ii)	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				
1.450 Appendix 1 (f)(1)(iii)	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.				
1.450 Appendix 1 (f)(2)	The training required by OPS 1.450 Appendix 1(f)(1)(i) – (iii) above is carried out in a Flight Simulator or 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).		AP		
1.450 Appendix 1 (f)(3)	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.				

#### 2.1.13.7 Recurrent Training and Checking – Low Visibility Operations

1.450 Appendix 1 (g)(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.				
1.450 Appendix 1 (g)(1)	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 2, (4 when HUDLS and/or EVS is utilised to touchdown) one of which must be a landing at the lowest approved RVR. In addition 1 (2 for HUDLS and/or operations utilising EVS) of these approaches may be substituted by an approach and landing in the aeroplane using approved Category II and III procedures.				
1.450 Appendix 1 (g)(1)	One missed approach shall be flown during the conduct of the operators proficiency check.				

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
1.450 Appendix 1 (g)(1)	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.				
1.450 Appendix 1 (g)(2)	For Category III operations an operator must use a Flight Simulator.				
1.450 Appendix 1 (g)(3)	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.				
1.450 Appendix 1 (g)(4)	The Authority may authorise 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.		AC		

**2.1.13.8 Additional Training Requirements - Lower than Standard Category I, Approaches utilising EVS and Other than Standard Category II Operations**

1.450 Appendix 1 (h)(1)	Operators conducting Lower than Standard Category I operations.				
1.450 Appendix 1 (h)(2)	Operators conducting Other than Standard Category II operations.				
1.450 Appendix 1 (h)(3)	Operators conducting Approach Operations utilising EVS with RVR of 800m or less.				

**2.1.14 Dangerous Goods - Training programmes**

1.1220 (a)	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)	An operator must ensure that staff receive training in the requirements commensurate with their responsibilities.				
1.1220 (c)	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)	An operator shall ensure that all staff who receive training undertake a test to verify understanding of their responsibilities.				
1.1220 (e)	An operator shall ensure that all staff who require dangerous goods training receive recurrent training at intervals of not longer than 2 years.		AP		
1.1220 (f)	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)	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 Programmes.		AP		

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
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### 2.1.15 Securit - Training programmes

1.1240	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 programme shall be compatible with the National Aviation Security programme. Individual crew member shall have knowledge and competence of all relevant elements of the training programme.				
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### 2.2. CABIN CREW

1.1045 Appendix 1 D 2.2.	Training syllabi and checking programmes for cabin crew.				
1.988	An operator shall ensure that all cabin crew members comply with the requirements of this Subpart O and any other safety requirements applicable to cabin crew.				
1.988	Definition of Cabin Crew member.				

### 2.2. 1 Initial safety training

1.995 (c)	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				
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)	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.				
1.1005 Appendix 1 (a)	The subjects that must be covered as a minimum by a course of initial safety training: Fire and smoke training according to Appendix 1 to OPS 1.1005 (a)(1)-(5).				
1.1005 Appendix 1 (b)	Water survival training.				
1.1005 Appendix 1 (c)	Survival training.				
1.1005 Appendix 1 (d) (1)-(3)	Medical aspects and first aid.				
1.1005/1.1010/1.1015 Appendix 3	Medical aspects and first aid training including the subjects in Appendix 3 to OPS 1.1005/1.1010/1.1015.				
1.1005 Appendix 1 (e)(1)	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.				
1.1005 Appendix 1 (e)(2)	Passenger handling including methods used to motivate passengers and the crowd control necessary to expedite an aeroplane evacuation				
1.1005 Appendix 1 (e)(3)	Passenger handling including 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.				

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
1.1005 Appendix 1 (e)(4)	Passenger handling including the 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.				
1.1005 Appendix 1 (e)(5)	Passenger handling including duties to be undertaken in the event of encountering turbulence.				
1.1005 Appendix 1 (e)(6)	Passenger handling including precautions to be taken when live animals are carried in the cabin.				
1.1005 Appendix 1 (e)(7)	Passenger handling including <b>dangerous goods training</b> , including provisions under Subpart R.				
1.1220 (c)	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.				
1.1220 (d)	An operator shall ensure that all staff who receive training for the transport of dangerous goods by air undertake a test to verify understanding of their responsibilities.				
1.1005 Appendix 1 (e)(8)	Passenger handling including security procedures.				
1.1240	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 programme shall be compatible with the National Aviation Security programme. Individual crew member shall have knowledge and competence of all relevant elements of the training programme. (Subpart S)				
1.1005 Appendix 1 (f)	Communication.				
1.1005 Appendix 1 (g)(1)	Discipline and responsibilities including the importance of cabin crew performing their duties in accordance with the Operations Manual.				
1.1005 Appendix 1 (g)(2)	Discipline and responsibilities including continuing competence and fitness to operate as a cabin crew member with special regard to <u>flight and duty time limitations</u> and rest requirements.				
1.1005 Appendix 1 (g)(3)	Discipline and responsibilities including an awareness of the aviation regulations relating to cabin crew and the role of the Civil Aviation Authority.				
1.1005 Appendix 1 (g)(4)	Discipline and responsibilities including general knowledge of relevant aviation terminology, theory of flight, passenger distribution, meteorology and areas of operation.				
1.1005 Appendix 1 (g)(5)	Discipline and responsibilities including pre-flight briefing of the cabin crew and the provision of necessary safety information with regards to their specific duties.				
1.1005 Appendix 1 (g)(6)	Discipline and responsibilities including the importance of ensuring that relevant documents and manuals are kept up-to-date with amendments provided by the operator.				
1.1005 Appendix 1 (g)(7)	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.				
1.1005 Appendix 1 (g)(8)	Discipline and responsibilities including the importance of safety duties and responsibilities and the need to respond promptly and effectively to emergency situations.				
1.1005 Appendix 1 (g)(9)	Discipline and responsibilities including awareness of the effects of surface contamination and the need to inform the flight crew of any observed surface contamination.				
1.1005 Appendix 1 (h)	Crew resource management. (see also CRM Training)				

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
1.1005 (b)	Training courses shall, at the discretion of the Authority, and subject to its approval, be provided either by the operator or by an approved training organisation.		AP		
1.1005 (c)	The programme 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.		AP		
1.1005 (d)	At the discretion of the Authority, the Authority, the operator or the approved training organisation 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		
1.1005 (e)	Where the Authority authorises an operator or an approved training organisation 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)	At the discretion of the Authority, the Authority, the operator or the approved training organisation 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 organisation providing the training course shall ensure that the personnel performing these checks shall be suitably qualified.		AP		
1.1025 (b)(1)	An operator shall ensure that each cabin crew member undergoes checks for Initial Safety Training.				
1.1000 (c)	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 <b>senior cabin crew member</b> unless that person has at least one year's experience as an operating cabin crew member and has completed an appropriate course according to OPS 1.1000 (c).				
1.1000 (d)	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.		AC		
1.1002 (a)	An operator shall ensure that each cabin crew member completes before operating as a <b>single cabin crew member</b> the training introduced in 1.1002 in addition to that required by OPS 1.1005 and OPS 1.1010.				
1.1002 (b)	Suitability for single cabin crew operations shall be addressed in the criteria for cabin crew selection, recruitment, training and assessment of competence.				

## 2.2. 2 Conversion and Differences training

1.1030 (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.		AP		
1.995 (d) and 1.1010	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.				
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.				
1.1010 (a)	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.		AP		

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
1.1010 (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.				
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.				
1.1010 (d)(1)	Conversion training is conducted in a structured and realistic manner.				
1.1010 (d)(2)	Differences training is conducted in a structured manner.				
1.1010 (d)(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.				
1.1010 (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).				
1.1010 Appendix 1 (a)(1)	An operator shall ensure that conversion and differences training is conducted by suitably qualified personnel				
1.1010 Appendix 1 (a)(2)	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.				
1.1010 Appendix 1 (b) (1)(i)	Each cabin crew member is given realistic and practical training in the use of all fire-fighting 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				
1.1010 Appendix 1 (b) (1)(ii)	This training must include the donning and use of protective breathing equipment in an enclosed, simulated smoke-filled environment.				
1.1010 Appendix 1 (c)(1)	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.				
1.1010 Appendix 1 (c)(2)	The operation of all other exits, such as flight deck windows is demonstrated.				
1.1010 Appendix 1 (d)(1)	Each cabin crew member descends an evacuation slide from a height representative of the aeroplane's main deck sill height.				
1.1010 Appendix 1 (d)(2)	The slide is fitted to an aeroplane or a representative training device.				
1.1010 Appendix 1 (d)(3)	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.				
1.1010 Appendix 1 (e) (1)	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				
1.1010 Appendix 1 (e) (2)(i)	Each cabin crew member is trained to deal with an in-flight fire, with particular emphasis on identifying the actual source of the fire.				

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
1.1010 Appendix 1 (e) (2)(ii)	Each cabin crew member is trained to deal with severe air turbulence.				
1.1010 Appendix 1 (e) (2)(iii)	Each cabin crew member is trained to deal with sudden decompression, including the donning of portable oxygen equipment by each cabin crew member.				
1.1010 Appendix 1 (e) (2)(iv)	Each cabin crew member is trained to deal with other in-flight emergencies.				
1.1010 Appendix 1 (f)	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.				
1.1010 Appendix 1 (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.				
1.1010 Appendix 1 (h)	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.				
1.1010 Appendix 1 (i)	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.				
1.1010 Appendix 1 (j)	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.				
1.1010 Appendix 1 (k)	Conversion and Differences training must include Crew Resource Management.(see also CRM Training)				
1.1025 (b)(2)	An operator shall ensure that each cabin crew member undergoes checks for Conversion and Differences training.				
1.1012	An operator shall ensure that, following completion of conversion training, each cabin crew member completes familiarisation prior to operating as one of the minimum number of cabin crew required by OPS 1.990.				

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
<b>2.2. 3 Recurrent training</b>					
1.995 (e)	An operator shall ensure that each cabin crew member shall undergo recurrent training in line with the provisions of OPS 1.1015.				
1.1015 (a) and 1.1015 Appendix 1	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.				
1.1015 (b)	An operator shall ensure that the recurrent training programme approved by the Authority includes theoretical and practical instruction, together with individual practice.		AP		
1.1015 Appendix 1 (a)	An operator shall ensure that recurrent training is conducted by suitably qualified persons.				
1.1015 (c)	The period of validity of recurrent training and the associated checking required by OPS 1.1025 shall be 12 calendar months.				
1.1015 Appendix 1 (b) (1)	<b>Every 12 calendar months the programme of practical training includes</b> Emergency procedures including pilot incapacitation;				
1.1015 Appendix 1 (b) (2)	Evacuation procedures including crowd control techniques;				
1.1015 Appendix 1 (b) (3)	Touch-drills by each cabin crew member for opening normal and emergency exits for passenger evacuation;				
1.1015 Appendix 1 (b) (4)	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);				
1.1015 Appendix 1 (b) (5)	Medical aspects and first-aid, first-aid kits, emergency medical kits, their contents and emergency medical equipment;				
1.1015 Appendix 1 (b) (6)	Stowage of articles in the cabin;				
1.1015 Appendix 1 (b) (7)	Security procedures;				
1.1015 Appendix 1 (b) (8)	Incident and accident review;				
1.1015 Appendix 1 (b) (9)	Awareness of the effects of surface contamination and the need to inform the flight crew of any observed surface contamination;				
1.1015 Appendix 1 (b) (10)	Every 12 calendar months the programme of practical training includes Crew resource management (CRM).				
1.1015 Appendix 1 (c) (1)	<b>At intervals not exceeding 3 years</b> , recurrent training <b>also</b> [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;				
1.1015 Appendix 1 (c) (2)	<b>At intervals not exceeding 3 years:</b> Demonstration of the operation of all other exits including flight deck windows;				

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
1.1015 Appendix 1 (c) (3)(i)	<b>At intervals not exceeding 3 years:</b> 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;				
1.1015 Appendix 1 (c) (3)(ii)	<b>At intervals not exceeding 3 years:</b> 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.				
1.1015 Appendix 1 (c) (4)	<b>At intervals not exceeding 3 years, recurrent training also</b> [in addition to (1.1015 Appendix 1 (b) (1)-(10))] includes use of pyrotechnics (actual or representative devices)				
1.1015 Appendix 1 (c) (5)	<b>At intervals not exceeding 3 years, recurrent training also</b> [in addition to (1.1015 Appendix 1 (b) (1)-(10))] includes demonstration of the use of the life-raft, or slide-raft, where fitted.				
1.1015 Appendix 1 (c) (6)	<b>At intervals not exceeding 3 years, recurrent training also</b> [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.				
1.1015 Appendix 1 (d)	An operator shall ensure that all <b>appropriate requirements</b> of Annex III, <b>OPS 1</b> are included in the training of cabin crew members.				
1.1220 (e)	An operator shall ensure that all staff who require <b>dangerous goods training</b> receive recurrent training at intervals of not longer than 2 years.				
1.1025 (b)(3)	An operator shall ensure that each cabin crew member undergoes checks for Recurrent training.				

#### 2.2. 4 Refresher training

1.1020 (a)	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.				
1.1020 (b)	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-familiarisation sectors during commercial operations on the type.				
1.1020 Appendix 1	An operator shall ensure that refresher training is conducted by suitable qualified persons.				
1.1020 Appendix 1 (1)	Refresher training includes Emergency procedures including pilot incapacitation.				
1.1020 Appendix 1 (2)	Refresher training includes Evacuation procedures including crowd control techniques.				

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
1.1020 Appendix 1 (3)	Refresher training includes 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.				
1.1020 Appendix 1 (4)	Refresher training includes Demonstration of the operation of all other exits including flight deck windows.				
1.1020 Appendix 1 (5)	Refresher training includes The location and handling of emergency equipment, including oxygen systems, and the donning of lifejackets, portable oxygen and protective breathing equipment.				
1.1025 (b)(4)	An operator shall ensure that each cabin crew member undergoes checks for Refresher training.				

2.2. 5 CRM Training					
1.1005/1.1010/1.1015 Appendix 2	The CRM training syllabi, together with CRM methodology and terminology, shall be included in the Operations Manual.				
1.1000 (e)	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), <b>Senior Cabin Crew Course</b> .				
1.1005 Appendix 1 (h)(1)(i)	A cabin crew member shall complete an Introductory CRM Course before being first assigned to operate as a cabin crew member.				
1.1005 Appendix 1 (h)(1)(i)	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.				
1.1005 Appendix 1 (h)(1)(ii)	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.				
1.1005 Appendix 1 (h)(1)(iii)	The Introductory CRM Course shall be conducted by at least one cabin crew CRM instructor.				
1.1010 Appendix 1 (k)(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.				
1.1010 Appendix 1 (k)(2)	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.				
1.1010 Appendix 1 (k)(3)	The Operator's CRM Training and Aeroplane Type Specific CRM shall be conducted by a least one cabin crew CRM instructor.				
1.1015 Appendix 1 (b)(10)(i)	The training elements in Appendix 2 to OPS 1.1005/ 1.1010/1/1.1015 Table 1, Column (a) shall be covered within a <b>three year cycle</b> to the level required by Column (e), Annual Recurrent CRM Training.				
1.1015 Appendix 1 (b)(10)(ii)	The definition and implementation of this syllabus shall be managed by a cabin crew CRM instructor.				
1.1015 Appendix 1 (b)(10)(iii)	When CRM training is provided by stand-alone modules, it shall be conducted by at least one cabin crew CRM instructor.				

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
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<b>2.3. OPERATIONS PERSONNEL CONCERNED, including crew members</b>					
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1.1045 Appendix 1 D 2.3.	Training syllabi and checking programmes for operations personnel concerned, including crew members.				
1.1045 Appendix 1 D 2.3.(a)	All relevant items prescribed in Subpart R (Transport of Dangerous Goods by Air).				
1.1220 (a)	An operator shall establish and maintain staff training programmes for dangerous goods, as required by the Technical Instructions, which shall be approved by the Authority.		AP		
1.1220 (b)	An operator must ensure that staff receive dangerous goods training in the requirements commensurate with their responsibilities.				
1.1220 (c)	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)	An operator shall ensure that all staff who receive dangerous goods training undertake a <b>test</b> to verify understanding of their responsibilities.				
1.1220 (e)	An operator shall ensure that all staff who require dangerous goods training receive recurrent training at intervals of not longer than 2 years.		AP		
1.1220 (f)	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)	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 Programmes.		AP		
1.1045 Appendix 1 D 2.3.(b) 1.1240	Training syllabi for 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 minimize the consequences of such events should they occur. The training programme shall be compatible with the National Aviation Security programme. Individual crew member shall have knowledge and competence of all relevant elements of the training programme.				

<b>2.4. OPERATIONS PERSONNEL OTHER THAN CREW MEMBERS</b>					
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1.1045 Appendix 1 D 2.4.	For operations personnel other than crew members (e.g. dispatcher, handling personnel, etc.). All other relevant items prescribed in OPS pertaining to their duties.				
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<b>3. TRAINING PROCEDURES</b>					
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1.1045 Appendix 1 D 3.1.	Procedures for training and checking.				
1.1045 Appendix 1 D 3.2.	Procedures to be applied in the event that personnel do not achieve or maintain the required standards.				
1.1045 Appendix 1 D 3.3.	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.				

OPS Paragraph	REQUIREMENT	COMMENTS	APP	OM-D Reference	Status
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End of Compliance List